







Official Journal of the

MINNESOTA TRANSPORTATION MUSEUM, INC.

193 Pennsylvania Avenue East
St. Paul, MN 55101
Vol. 2, No. 1

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CIRCULATION

The *MinneGazette* is published quarterly by the Minnesota Transportation Museum, Inc., and is mailed to members in good standing without charge under Third Class postal permit. Members may request First Class Mailing for an additional \$7 per year charge.

SUBMISSIONS

The *MinneGazette* welcomes submissions for publication of articles, photos and other illustrative materials of historical interest relating to transportation in the Upper Midwest. No payment is made, and publication is at the editor's discretion.

MUSEUM PURPOSE

The Museum is a non-profit educational corporation organized in Minnesota in 1962 to preserve and communicate to the public the experience of Minnesota's surface public transportation history. It operates the Como-Harriet Streetcar Line and the Minnehaha Depot in Minneapolis, the Jackson Street Roundhouse in St. Paul, the Osceola & St. Croix Valley Ry. in Osceola and the Steamboat Minnehaha and the Excelsior Streetcar Line in Excelsior.

MEMBERSHIPS

Individual	\$ 30	Family	\$ 40
Sustaining	\$ 50	Sponsor	\$ 100

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CORRECTIONS AND NEW INFO

More on the Pelican Valley Navigation Company

Herb Anderson of Chatsworth, CA writes:

"In the summertime my family would take drives on Sunday and the two most favored sites in my opinion were Dunton Locks and Bucks Mill. The tavern you refer to is built on the concrete portion of Bucks Mill. In the late 30s that concrete portion was the only part of the mill remaining. The wooden portion and the machinery were all gone except for two of the water wheels. When the WPA rebuilt the present dam, it mounted one of the wheels on a concrete block. The other remained in the power chamber. The mill utilized a vertical shaft (still there then) and the water wheels looked a lot like turbines. During World War II, the Detroit Lakes community rounded up all the steel they could so the two wheels and the steel shaft were removed. It's a pity because the site is one of the few historical artifacts around the area.

When West (the steamboat company's owner) decided to shut down operations, he opened the locks and removed the dams. The farmers were overjoyed to gain some extra land. Unfortunately there were unintended consequences in that the water level of the lakes was lowered considerably and the owners of the lake front cottages now found that the water was quite a ways away. I believe that was why the WPA redid the two dams in the mid-30s.

My grandfather took most of the pictures you published in your article. My granddad apprenticed to R. D. "Dick" Ryerson in 1895. Ryerson died in 1896 and granddad got the business.

Incidentally, the wooden bridge at Shoreham was replaced by the concrete bridge in 1907. I have a photo of my grandmother, my mother and my uncle standing on it and the 1907 appears on the side of the bridge."

The whimsical postcard last issue showing Shriners at Lake Minnetonka was incorrectly credited to the MTM collection. In fact it was made available by John Prestholdt.

Last issue's rear cover photo showed a streetcar boat at an unknown location. Tom Kolar thinks it's Crane Island, looking toward the east. Jim Ogland believes the camera is looking northeast from the Palmer House dock in Zumbra Heights, with Crane Island on the left and Eagle Island in the right center of the photo. This was as far southwest as the boats went.

The photo is also interesting because it shows how TCRT pragmatically adapted to shallow draft docks. Note that the main side door of the boat is not alongside the dock. Any closer and the boat would have run aground. The passengers are exiting through one of the front corner windows, which has had the upper sash removed for just that purpose. In that age of long skirts, steps of some sort must have been installed inside the cabin to permit as dignified an egress as possible.

OBITUARY

Member Elwin A. Miller, father of MTM Chair Michael E. Miller, has died at age 93. Elwin was born and raised in Sturgeon Bay, Wisconsin. He graduated from St. Olaf College in 1931 and held advanced Degrees from Lutheran Seminary in Philadelphia, Columbia University, and Carnegie Mellon University. He had a long career in the Lutheran ministry, the Navy chaplaincy in World War II, and as executive director of family and children's social service agencies in Pittsburgh, Chicago, and Albany, New York.

He was instrumental in the development of home health care services nationally and, throughout most of his retirement, remained active in volunteer community services. Memorials to Habitat for Humanity.

Front cover and inside front cover: In 1937, a Chicago Great Western local freight makes its way across the winter fields near Douglas, on the line from Rochester to Red Wing. The power is class F-7s 2-6-2 #292, built by Brooks in 1903. It is pulling a mix of wood and steel cars that typifies the era. Look closely at the cover photo and details emerge. The section gang has their speeder pulled out of the way. The star-shaped sign alerted the engineer of an approaching grade crossing. And the absence of ballast makes it clear that this is a real dirt track railroad.

Both Olmstead County Historical Society collection

EXECUTIVE DIRECTOR'S REPORT

-Chuck Armstrong

I thought I'd take this time to update you on administrative functions occurring within the MTM this past year that you otherwise may not know about. A tremendous number of changes have either occurred or are underway that will provide for long-term viability of this great organization. It has been a busy time for the Board of Trustees and myself. The following is just a partial list and I've tried to identify those who have provided leadership and expertise.

- Established Corporate Headquarters at the Jackson Street Roundhouse in Saint Paul. Began construction of corporate office space at the Jackson Street Roundhouse. Thanks to **John Robinson** on his leadership on this project.
- Purchased and implemented a new museum-wide phone system that connects the various MTM locations (this is a wonderful marketing tool that we need to take full advantage of). Thanks to **John Walker** for his assistance.
- Visited the corporate offices of the Pew Charitable Trusts. Special thanks to **Art Pew** for helping arrange this visit.
- Undertook revision of MTM bylaws. Thanks to **Jerry Leimer** for taking the leadership on this monumental and invaluable effort.
- Initiated regular meetings of museum staff so that they may share information and ideas.
- Established brokerage account so that the organization can process donations of stock.
- Established a Finance Committee to advise the Board of Trustees. Thanks to **Jim Vaitkunas** for accepting the role of chair and for the many hours of service of **Art Pew, Dave Ahlgren, Roger Carlson, John Robinson, Mike Miller, and Dave Kettering**.
- Developed a museum-wide calendar of events.
- Established a work plan to focus the efforts of the Executive Director pertaining to administrative policies, procedures, long-range planning, fundraising and marketing. Thanks to the entire Board of Trustees for taking time out of their busy schedules to participate in a special retreat meeting and for spending the time afterwards to refine the plan.
- Reached agreement with the City of Stillwater on a new 32-year lease for steam locomotive #328. Thanks to

Mike Miller and Dave Ahlgren for their efforts toward obtaining this valuable agreement.

- Purchased steam locomotive #2156 from the City of Saint Paul. Thanks to **John Oliver** for his input and dedication to this effort.
- Worked with Mid-Continent Railway Museum on developing an agreement for the restoration and display of former Hill Family Car #A-22. Thanks to **John Robinson** for his leadership and **Jerry Leimer** for his expertise on this effort.
- Submitted three applications for TEA-21 grants (Como-Harriet Streetcar Line track renovation, Jackson Street Roundhouse and Railroad Division's restoration of a passenger car). Thanks **Aaron Isaacs, Jim Vaitkunas, Louis Hoffman, Art Pew, John Robinson,**

George Bergh, Noel Petit, Wanda Sims, Dick Heine and Warren Olson for their assistance.

- Applied for and received a \$21,000 STAR Grant from the City of Saint Paul for the restoration of a caboose at the Jackson Street Roundhouse. Thanks to **Art Pew** and **Wanda Sims** for their assistance on this project.
- Established a 403(b) investment account for Museum employees.
- Initiated the efforts of a Collections Committee. Thanks to **Heather Worthington** taking the leadership on this project and accepting the role of chair.
- Retained a new auditing firm. Thanks to **Dave Kettering** for undertaking the leadership on this search.
- Changed MTM Treasurers. Thanks to **Russ Olson** for all of his dedicated



The Wirth Park waiting shelter at the end of the Glenwood Avenue line is an unlikely candidate for survival. It is set back from the street, since it paralleled the tail of the wye track, and is therefore useless as a bus shelter. Yet here it is today, apparently maintained by the Park Board. Cliff Scholes and Aaron Isaacs photos.



and loyal service on behalf of the MTM without which the organization would have experienced significant difficulties. Also, special thanks to **Dave Kettering** for stepping forward and accepting this challenge.

-Registered the MTM trademark. Thanks to **Jerry Leimer** for undertaking this effort.

-Worked with the Steamboat Division to analyze and develop options for resolving several outstanding concerns in order to ensure their long-term viability. Thanks to **Mike Kramer** and the assessment team for all of their efforts on this invaluable effort.

-Began addressing issues relating to the storage of MTM equipment at the Twin Cities Arsenal. Thanks to **Jerry Leimer, Dave Kettering, and Dave Ahlgren** for their efforts on this issue.

-Began initial efforts towards a museum-wide marketing program. Thanks to **John Walker, Pat Kytola, Louis Hoffman, Wanda Sims, Noel Petit and Chris Olson** on this effort.

-Eliminated the position of Membership Secretary and transferred its duties to the Office of Executive Director. Thanks to **Dave Kettering** for his assistance with this transfer and for his years of service as the Membership Secretary.

-Initiated a new accounting process for the organization. Thanks to **Dave Kettering** and the Finance Committee on this project.

-Worked with the City of Excelsior to explore possible extension options of the Excelsior Streetcar Line.

-Established a Membership Committee to advise the Board of Trustees. Thanks to **Jerry Leimer** for initiating this effort and for accepting the role of chair.

As I mentioned at the beginning, this is only a partial listing. Now looking towards the Year 2000, I envision similar hard work and the implementation of several efforts intended to make the MTM an even better place to visit and volunteer. Some of these efforts include:

-Developing a focused fundraising priority list and strategy so that the organization can begin undertaking a serious effort to raise funds to restore equipment.

-Continued efforts towards developing and implementing policies and procedures to ensure continued success of the organization.

-Continued efforts towards having the various operations work together to provide better opportunities for the

public and volunteers and to save money.

-Continued identification and implementation of initiatives to bring efficiencies to museum operations and to save money.

-Begin efforts towards developing a museum-wide long range strategic plan.

I want to thank each of you for your continued support and, if you have some ideas about changes or initiative the museum can explore to continue our growth, please let me know.

BOARD OF TRUSTEES

October 1999

-Approved the agreement with the City of St. Paul to purchase steam locomotive #2156 for \$1.00.

-Approved the dissolution of the Osceola & St. Croix Valley Railway Wisconsin 501(c)3 corporation.

-Initiated the Steamboat Division assessment project.

November 1999

-Approved the year 2000 budget.

-Confirmed the reelection of **Mike Miller** and **John Walker** to the Board of Trustees in an uncontested election.

December 1999

-Approved negotiation of a photo book production deal with Iconografix.

MTM'S PHOTO ARCHIVE AT WORK

-Aaron Isaacs

You may not have noticed, but pictures from the MTM Photo Archive, which I keep, have been popping up all over this year. They appeared in a pair of articles on Minneapolis streetcars that appeared in the North Sider and Northeaster community newspapers. The Southwest Journal ran an MTM photo as part of a short piece on the Como-Harriet streetcar bridge over 36th Street. Durr Limited, which occupies the former Odd Fellows hall at 44th and France, reproduced several MTM views of that intersection for an historic display in their downstairs tea room. There have been two photo tours of the Como-Harriet Line through Linden Hills, sponsored by the Linden Hills History Group. The Ramsey County Historical Society at the Landmark Center is currently displaying MTM railroad and streetcar photos as part of its exhibit on the county's 150th birthday. Photos of streetcars in Edina were recently loaned to the Edina

Historical Society for copying. For the annual Minnesota Public Transit Association convention at River Centre, the Metropolitan Council created an exhibit of MTM transit photos and artifacts. The Metropolitan Council used photos and text from "*Twin City Lines-The 1940's*" to illustrate their new Transit Oriented Development Handbook. Metro Transit has blown up several photos, framed them and hung them all over the Heywood headquarters office building. Several of those same photos appear in the 2000 Metro Transit calendar.

I displayed Hennepin Avenue streetcar photos as part of an interview on a Minneapolis cable TV history show. A number of photos were loaned to KTCA-TV for an upcoming documentary on the history of Lake Street. Others will be included in the consultant's report on proposed land use around Lake Street and Hiawatha. Thanks to the efforts of **Charles Barthold, Congressman Jim Ramstad** recently requested both current and historic photos of the Steamboat Minnehaha for an exhibit on state millennium preservation activities to be displayed at the Library of Commerce. Finally, if you visit Jackson Street Roundhouse and view the numerous photo displays, most came from the archive.

The archive will soon be exposed big time by the publication of at least one photo book in conjunction with Osceola publisher Iconografix. As this is written, the topics have not yet been decided. If the first one is successful, more will follow.

I continue to enter all the photos in an interactive database, where they can be easily retrieved. So far 3200 of the streetcar, bus and steamboat photos have been entered. There are perhaps 1000 to go, at least another year's work. Next will come the railroad photos. Eventually they'll all be scanned and available on the internet, but that's years off.

Many readers ask, where do you find all those photos? The answer is that I'm constantly on the lookout for them. I search through all the local historical societies, especially the enormous Minnesota Historical Society collection. The other best sources are individual collections. As this issue went to press, **Dick Lukin** of Northfield, IL had just loaned us 40 Twin City streetcar negatives from 1953 to copy. Thanks to **George Isaacs** for setting that up.

A number of members have donated their photos, and I encourage every



member who is getting up in years to do so. Give me a call at 612-929-7066. Don't let your photos get scattered and lost forever. Give them a permanent home where researchers, historians and interested citizens can enjoy them. Who knows, they may show up in the *Minnegazette*, or some other public display.

TRACTION REPORT

-Louis Hoffman

Another successful season

1999 was, by all accounts, another successful season. Special operations on Memorial Day accommodated persons visiting Lakewood Cemetery without having to brave congested streets near the cemetery's main entrance. Four monthly car barn tours were well-

received by more than 500 visitors. A very successful members' day featured two-car operations. We hosted a great group as part of the National Model Railroad Association's annual convention in St. Paul. And the third annual Halloween Trolley exceeded our expectations.

And there were many behind-the-scenes successes. We acquired and moved to the Excelsior Car barn Winona #10, an important addition to our collection. Work on TCRT PCC #322 is nearing completion - look for it in service next year. The new trucks under #265 have been further modified and have finally improved the ride to what we expected. Major trackwork was undertaken and the overhead wire crews made great progress. Finally, 13 new motormen and three new station agents resulted in easing the burden on existing crews and no shifts canceled because of lack of crew all year.

It was also a successful season financially on the strength of strong ridership, good museum store sales, and your generous contributions to last year's Annual Appeal. But we are still faced with huge expenses related to major rebuilding of our track. This may be paid for by a TEA-21 grant. If it is, we will have to raise a substantial cash match. And if it's not, we'll have to pay for it all ourselves. So we can't rest on our laurels - please remember the Annual Appeal and the 2000 Traction Division Survey.

Annual Appeal Update

The 1999-2000 Annual Appeal flyer was just mailed as this report was delivered to the editor. Donations totaling \$1,590 have been received from 19 members and 13 memberships. Donors to date include **Alfred and Dorothee Aeppli, A. J. Baumann,**

A thing of beauty is a joy forever. #322 takes a test run. Members of the restoration team include (L to R) John DeWitt, Neil Howes, Jan Homan and George Isaacs. That's Sam Homan in front.

The PCC interior with all the seats installed. A major departure from past TCRT practice was the 2 and 1 seating ahead of the rear door, the better to accommodate standees. The seat with no stanchion opposite the rear door could be removed to make room for the conductor's fare collection position.

All Aaron Isaacs photos.

Lyndon Benson, James P. Hassing, Ruth E. Jones, Charles McCarthy and Flauren Ricketts, Leonard Page, John and Kathy Prestholdt, Gary and Alex Schoener and Katherine Gray, George L. Shriver, Peter Throckmorton, Robert and Ann Wattson, and Sven A. Wehrwein. A special thanks to the nine memberships, representing 14 members, who passed on their premiums, allowing us to use the full amount of their donation for improvements to the Como-Harriet Streetcar Line. Continued thanks to those of you who are annual donors to the Annual Appeal and a hearty thanks to those of you for whom this year's donation is your first contribution.

We have a tough act to follow - last year, total donations neared \$12,000 and the year before, more than \$13,000. All told, your generous donations in four years of Annual Appeals total more than \$37,000. Please support a better Como-Harriet Streetcar Line through your generous contribution to this Annual Appeal. And please remember - the TEA-21 application that we filed (see article below) requires us to come up with at least \$25,000 in cash and provide several thousand dollars in labor and materials that we'll have to pay for - with yet more cash. Only through your generous contributions to the Annual Appeal can we hope to come up with that local match. And if that application isn't successful, we still have to commit at least \$5,000 to \$10,000 or more per year indefinitely to continue upgrading our aging track. On top of this daunting task, there is the restoration of #1300, which will come out of service for rehabilitation after the upcoming season - a \$50,000 to 75,000 job at least. And then there's the restoration of Winona #10.

We've also received a \$25 donation from **Blair and Eleanor Dollery** in memory of Blair's mother, **Bessie Dollery**, who lived in Winona, for the





Winona #10 Fund. Donations to acquire and transport this important addition to our collection is still more than \$7,000 short of covering the acquisition and transportation costs. How about a donation to the Winona #10 fund?

We received a \$100 donation from the friends of **Adelaide Beyer**, the wife of member **Lawrence Beyer**, in her memory. Mrs. Beyer died in September of last year and we thank Larry for thinking of the Museum and the Traction Fund and express our condolences on Mrs. Beyer's death. Finally, the donation box in the Linden Hills Station brought in \$432.79 in miscellaneous donations last year. In addition to change from token and souvenir sales, generous passengers have dropped in bills as large as twenties. Since being placed in the station several years ago, the donation box has brought in at least \$200 every year. This year's figure is the best yet. All told, more than \$1,000 has come into the Traction Fund via the donation box that **Jeanne Inselman** built years ago.

Traction Division survey

The 2000 Traction Division survey is enclosed with this Minnegasette. Despite the influx of new motormen and motorettes in 1999, more help is needed. This is your chance to learn how to run a streetcar - and more. And what about those retired (from CHSL, not TCRT) motormen and motorettes out there - how about coming back and joining us? In addition to streetcar operators, we need help with all sorts of maintenance and restoration - great skill isn't always needed and, where it

is, it can often be taught. We need car cleaners and people to maintain and restore streetcars, people to maintain the buildings (the Linden Hills Station needs painting inside and out next spring as well as a variety of simple carpentry and landscaping projects - can you help?), gardens, grounds, overhead wires, and track, people to call volunteers and help organize crews, people to help with marketing, publicity, and special events, people to set up charters. You name an interest or skill and we can probably use it. If you want to help but don't think you can or don't know how, try us. We'll find something for you to do. It takes a lot of "behind the scenes" people and activities to keep the Como-Harriet

Streetcar Line operating. Please join us in 2000 and be a part of it.

TEA-21 and Lake St. extension update

On September 20, 1999, the Museum filed a TEA-21 transportation enhancement fund application for \$440,000 to completely rehabilitate the existing track and extend the line to West 36th Street, with an additional \$110,000, 20 percent local match to be provided by the Museum, primarily in donated material and labor with a minimum of cash. Still, this requires more than \$25,000 in cash, thus the importance of your generous donations to the Annual Appeal. In addition to complete rehabilitation of the main line track, switches, and sidings, the grant would fund rebuilding the West 42nd Street grade crossing and rehabilitation of the remaining historic structures at the Linden Hills Station and the currently unused Cottage City carstop. It would also fund a 600-foot extension of the line to West 36th Street, making our new Lake Calhoun carstop much more convenient to passengers wanting to board the streetcar at Lake Calhoun, increasing passenger boardings at Lake Calhoun. The present carstop is out of the way and across busy Richfield Road from the bicycle and pedestrian paths and parking lots of Lake Calhoun.

The Park Board's \$6,000,000 application to extend the line to Lake Street was deferred for two years pending the completion of the Park Board's Chain of Lakes Master Plan. But Park Board staff assures us that it's still committed to this important project. In addition to the extension itself, this



application would fund the restoration of Mesaba #10, Winona #10, TCRT PCC #416, and TCRT #1300 for use on the extended line, giving us a fleet of seven streetcars to operate the enhanced service. It would also build a new insulated, heated, and plumbed four-car car barn and shop in the archery range area, possibly incorporating a Park Board maintenance building, insulate, heat, and plumb the Linden Hills Car barn and Shops, build a turning loop at Lake Calhoun and a turntable at Lake Harriet, provide full grade crossing protection at the three-way intersection of East Lake Calhoun Parkway, Richfield Road, and West 36th Street, and completely rehabilitate the existing portion of the line if that's not already done. If the line is extended to Lake Street, the plan would be to operate streetcars during our current season and on our current schedule every 15 minutes over the new line, meaning two-car operations at all times and requiring two extra persons on each shift unless we shifted to one-person operations.

Thanks to City Council Members **Lisa McDonald and Barrett Lane**, Council Member McDonald's secretary, **Pat**, and the Minneapolis Park and Recreation Board, especially the Board of Commissioners, Superintendent **Mary Merrill Anderson**, Assistant Superintendent for Planning **Bob Mattson**, Park Engineer **Larry Peterson**, and staff member **Joan Niemiec** for their strong support our application and for continuing support of the Lake Street Extension application. Now let's keep our fingers crossed.

Halloween Trolley

On the heels of 1998's wildly successful Halloween Trolley, big plans were made for this year's repeat - along with crossed fingers for equally as good weather. This year's big plans included a third evening of service, two-car operation to reduce the headway between streetcars from 18 to 13 minutes, stanchions and ropes to better control the crowds, a tent to better protect the crowds if the weather wasn't as nice as last year, more actors to relieve the burden on them (two cars means twice the number of performances), wider publicity, and higher fares - \$2 for adults and \$1 for children under 12 with no free rides for members (considering that this is a fundraising event with extra costs and that seats are at a premium).



The Halloween Trolley was a huge success this year. Those folks standing at right are the end of a 250-person line that ran down to the parkway, behind the depot and up the stairs. Jeff Nelson photos.

General Superintendent **Jim Vaitkunas** and Superintendent of Transportation **John Kennedy** created special operating orders that provided for a drastically-modified two-car operation when passenger demand required it. Southbound streetcars stopped just across the West 42nd Street crossing, reversed, and entered Linden Hills Station, skipping the trip to the car barn. This shortened trips to minimize the headway between streetcars - and the wait. Boarding passengers were routed to a large tent east of the station, where they bought their tokens and had a choice of cider and candies, proceeding to the boarding area at the north end of the station platform in carloads. Debarking passengers exited onto the platform to the south and could stop in the station to look at the exhibits or buy souvenirs. With the expected crowds, we wanted to be better-prepared than last year.

The weather cooperated and ridership was strong. 2,131 over three nights broken down as follows: 692 (662 tokens) on Friday night despite the threat of rain - and one brief downpour, 1,026 (956 tokens) on Saturday night, and 413 (356 tokens) on Sunday (Halloween) night. Total revenue for the entire weekend was \$3,286.

Thanks to **Roy Harvey**, **Scott Heiderich**, and **Jim Vaitkunas** for setting up barricades, lights, stanchions and ropes, and the tent, to a crew of **Harold Dalland**, **Maryellen Digre-Mueller**, **Louis Hoffman**, **Jim Otto**, and **Hilmar Wagner**, who cleaned both streetcars and the station on Friday

morning, to **Maryellen**, **Karl Jones**, and **John Kennedy** for masterful decorations of the grounds, station, and streetcars, to General Superintendent **Jim Vaitkunas** and Superintendent of Transportation, Safety, and Training **John Kennedy** for planning and overseeing this operation, to the operating crews consisting of foremen **Dave Culver**, **Scott Heiderich**, and **Karl Jones**, operators **Earl Anderson**, **Keith Anderson**, **Carl Barthelemy**, **Fred Beamish**, **Tom Beaumont**, **Bruce Brunette**, **Charles Cunningham**, **John Dillery**, **Rolly Ehrenberg**, **Bud Goldstein**, **Louis Hoffman**, and **Jerry Olsen**, starters **Dave Culver**, **John DeWitt**, and **Mark Digre**, platform attendants **Ben Exley** and **Dave Irely**, crossing guards **Tom Beaumont**, **John Cochran**, and **Karl Jones**, token sellers **Kevin Christianson**, **Matt McWilliams**, **Mike McWilliams**, and **Greg and Linda Taylor**, and station agents **Bettye Anderson**, **Betty Culver**, **Stan Scheuerman**, and **Terry Warner**, to **Hilmar and Donna Wagner** for serving candy and cider, to the teenage actors recruited and supervised by **Bill Graham** and **Mary Kay Elling**, to **Bill** for distributing posters in the business districts in the greater Lake Harriet area, to Minneapolis City Council Member **Barret Lane** and his aide, **Julia Blount**, who arranged for the City to lend twelve barricades, and to our many members and friends for supporting this wonderful and lucrative new event.

Students from Minneapolis South, Minneapolis Southwest and Minnesota Transitions Charter School were Issa

Baker, Judson Pettus, Zoa Hepburn, Peter Hepburn, Elliot Gordon, Brittany Ariss, Charollet Ariss, Ethan Angelica, Elliot Kelly, Alex West, Tim Giesecke, Max Giesecke and Don Shuler. They portrayed devilish characters ranging from Darth Maul to ghouls, vampires and a really terrific werewolf, all with great panache and authenticity. Our successful Halloween operation would have been thin fare without the contributions of these hardworking teenagers. Each of them deserves our thanks.

Special kudos go to the star of the show, **Dave French** who portrayed the last president of the streetcar company. Boarding at Lake Calhoun, Dave, in 1950s attire, proudly announces to the passengers that, after a 45-year wait, he has caught the last streetcar - which he now intends to burn with all the rest. He proposes to lead the passengers off the streetcar to the conveniently-adjointing Metro Transit bus stop. With encouragement from the motorman, a vote is taken. With all due respect to Metro Transit, the passengers vote overwhelmingly to stay on the streetcar. But he leaves with a warning - brandishing pliers, he reminds the passengers that the streetcar needs a fragile and thin wire for power. And shortly after leaving Lake Calhoun, the lights go off.

If you want to help with next year's Halloween Trolley, there's lots to do.



This year's cast of goblins hiding under the William Berry Road bridge included (L to R) Tim Giesecke, Peter Hepburn, Elliott Gordon, Brittany Ariss, Ethan Angelica, Don Shuler and Alex West. All are students at either Southwest or South High School. Tom Beaumont photo.

For example, we've discussed having spooky scenes along the right-of-way. But after all the other preparations and decorating the streetcars and station, there's no one left to do more. Here's where you fit it. Like to dress up in costumes and scare people? Come down and ride the cars or work the line. Want to build spooky scenes along the right-of-way? Let us know. And by all

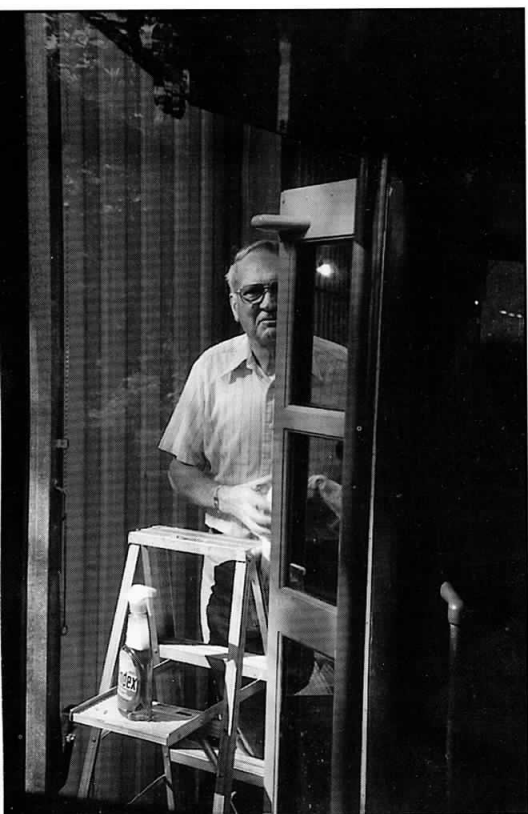
means, do come for a ride. There's no free ride for members on the Halloween Trolley. But it was sure worth the \$2.00 adult fare. Just ask the more than 2,000 people who came for a ride - to the dark side. Next year's Halloween Trolley is tentatively scheduled for Friday, Saturday, and Sunday, October 27, 28, and 29, and Tuesday, October 31.

1999 Holiday Party

The 1999 Como-Harriet Streetcar Line holiday party was one of the best yet. Well over 100 persons attended, bringing a tantalizing array of holiday treats as well as five bags of groceries for the Minnehaha foodshelf in Minneapolis and the St. Philip's Episcopal Church foodshelf in St. Paul.

A special treat was the first public operation of Twin City Lines PCC streetcar #322, now nearing the end of its 7 1/2- year restoration. This year, anticipating the possibility of a snow-free holiday party, I called PCC project manager **George Isaacs** just a week before the holiday party about the possibility of #322 making her public debut. George told me that it wouldn't be available for service but could be displayed outside, weather permitting of course. But when I arrived at the car barn, I learned that the previous day's PCC work crew had worked miracles and that partyers would indeed get to ride in the PCC. Early arrivals were treated to the beautiful sight of #322, resplendent in TCRT yellow with moss green trim,





Harold Dalland keeps those windows clean. Louis Hoffman photo.

shimmering under the lights. Four trips were made carrying 167 passengers and #322 performed perfectly.

Many thanks to the crew of **John DeWitt, Neil Howes, and George Isaacs** for the ride - and to **George, Neil, and the rest of the Tuesday work crew** for readying #322 for this special treat. A special thanks to **Roy Harvey** for setting up and cleaning up, to **Bill Olsen** for his trolley layout that delighted children of all ages, to **Aaron Isaacs and Jim Vaitkunas** for their slide presentations, and to those of you who brought holiday treats to share and donations for the foodshelves.

General Services Department Report

We carried more than 42,000 passengers in 1999 with more than 27,000 full fares - persons age five and older who aren't members. Where did they come from? The visitors log in the station revealed that our passengers came from 26 states - Alaska, Arizona, California, Colorado, Connecticut, Florida, Illinois, Indiana, Iowa, Kansas, Massachusetts, Michigan, Missouri, Nebraska, New York, North Dakota, Ohio, Oklahoma, Oregon, Pennsylvania, South Dakota, Tennessee, Texas, Virginia, Washington, and Wisconsin - and nine countries - Canada (Manitoba and Ontario), France, Japan, Norway, Pakistan, Portugal, Sweden, Turkey, and the United Kingdom. Here are

some of their comments: One visitor, now from Toronto, was a TCRT motorman from 1946 to 1954. "Fabulous history. . . a ride back through time!!" One couple, now from Buffalo, Minnesota, included a streetcar ride in their 63rd wedding anniversary celebration - and our motorman led the car in singing "happy anniversary to you." A family from Bloomington noted that a ride on our streetcars is a monthly outing and commented "such nice drivers!!" The Kornbergs from Andover "absolutely loved it!" The Daniels on Columbus Avenue in Minneapolis have ridden "at least 100 times!" The Duffys of southwest Minneapolis loved the carbarn tour, now in its second year. Molly Granley of Maple Grove suggests that we "make the tracks longer." The majority of the comments fall into several broad themes - it's fun for kids, it brings back memories for seniors, we never should've gotten rid of the trolleys and should bring them back, and praise for our efforts to preserve history and the quality of our work.

The total number of charters for 1999 was 52. Thanks to **Heather Worthington** for serving as crew caller for charter operations and to our small but dedicated crew of charter foremen and operators: **Carl Barthelemy, Charles Barthold, Lyndon Benson, Harold Dalland, John DeWitt, Mark Digre, Rodger Gardner, Bud Goldstein, Gary Gustafson, Roy Harvey, Louis Hoffman, George Isaacs, Patricia Jones, Corbin Kidder, Kathy Kullberg, Dave Norman, Jim Vaitkunas, Hilmar Wagner, and Terry Warner**. Are you available during the week? If so, we need more charter operators. Do you like to talk on the telephone and do a little paperwork? How about becoming charter agent or crew caller? Both positions are vacant and must be filled by March in order to begin booking charters for the 2000 season.

Mechanical Department Report

We've received and installed new springs for the Brill 27E-1 trucks under #265. Thanks to **George Isaacs, Karl Jones**, and others who were responsible for this project. #265 will be the main winter project for our shop forces. Work will include repairing roof leaks, refinishing and painting window sash, repairing and repainting of some or all of the body work, and some mechanical work including rebuilding the air compressor. This will ready #265 for its role as one of two streetcars in service

after #1300 is removed from service later this year for a much-needed rehabilitation.

PCC #322 is looking ready to roll. Exterior work is complete. The interior is 98 percent complete. All the seats have been installed. A new motor generator set has been installed and the electrical and mechanical components are being tested. According to **George Isaacs**, here's the list of what's left to do as of December 15.

1. Finish installing window cranks.
2. Reverse bottom gasket on one window.
3. Remove motorman's window and frame, free up window.
4. Install new trim under motorman's window, paint dark green.
5. Install TCRT schedule holders on center panels either side of rear door.
6. Remove and rebuild motorman's gang switch.
7. Remove headlight and rewire, reinstall with weatherproof gasketing.
8. Remove wiper motor, analyze circuit for park position. Draw new circuit diagram to establish connections for wiper park position.
9. Install new flexible wire from sensitive edge switch on door #4.
10. Put in missing screws in various places (seat feet, window guides).
11. Touch up paint scratches on interior panels.
12. Trim door caps.
13. Reform track brake hangers on rear truck, door side to align brake shoe with railhead.
14. Purchase and install four 8-volt batteries.
15. Bring 16 volts DC to terminal board in front cabinet.
16. Purchase and install 6 speaker PA system.
17. Secure covers over wiper motor and gang switch.
18. Order and install motorman's night driving curtain.
19. Paint exterior rubber retaining strips and hex head bolts to match colors on door.
20. Fabricate farebox holder, post and connector to bracket on motorman's control panel.
21. Install sound insulation in motor-generator set compartment.
22. Install covers for foot controls, contactor compartment and ABR relay-braking-reversing compartment.
23. Fabricate and install H-B Lifeguard fender.
24. Mount builders plate on destination sign cover.

After testing and break-in runs, motorman training should begin in April.

Through the Association of Railway Museums (ARM), we learned that full plans for an H-B Lifeguard safety fender for the PCC were available from **Fred Bennett** of the Kelly Park Trolley in San Jose, CA. This is the last major component missing from the PCC. Thanks to **Fred Bennett** for the plans.

#1300 is showing increasing signs of wear, not surprising for a streetcar that TCRT last overhauled in 1946 - followed by eight years of hard service and increasingly poor maintenance by a management, after 1949, dedicated to the end of streetcar service. While not by any means unsafe, it is apparent that it's been 53 years since TCRT last overhauled #1300. Shop crews will work this winter to stabilize the most critical areas of concern to ensure that #1300 will be available for service in 2000. But a long-term restoration that could cost \$50,000 to \$75,000 will begin at the end of the season. This means that #1300 will be out of service for some time, that we'll need volunteers to do the work, and money to pay for the materials and services that volunteers can't provide. Please remember the Annual Appeal. Consider volunteering, or both.

If you can volunteer on Wednesday evenings or Saturday mornings, please stop by or, better yet, call Chief Mechanical Officer **Clyde Stephens** at 612-920-0895 to find out what needs to be done and so we know you're coming. If you have experience in fundraising for the restoration of #1300, please contact **Jim Vaitkunus** at 612-688-7255.

Motor Bus Department Report

The Motor Bus Department, under the leadership of new Superintendent **Ken Luebeck**, has big plans for 2000, which will be reported upon as they're firmed up. But a lot has to happen to make them reality. That means money and people and that's where you come in. For the entire history of the Museum's motor bus fleet, the buses have appeared at community and Museum events with a few other appearances that arose out of word-of-mouth advertising. Our buses are old and need major maintenance. The cost of insurance and maintenance exceeds the revenue produced. And for the past few years, only #1399 has been available for service, limiting our flexibility and our ability to make commitments. Our pool of drivers has historically been small and was shrinking. Maintenance was done through the generosity of Metro Transit and by a few of their

mechanics on their own time. So ambitious plans are a major departure. Just as the Museum expanded onto the water with the Minnehaha, we're now poised to expand onto the road. But we need your help. Are you a driver with a commercial license? Would you be interested in getting one? Do you have experience with diesel engines and steel bodies? If you're not a driver or a mechanic, then be a passenger - charter a bus. Do you or a group you're involved with need a bus? Please contact Superintendent of Motor Bus Operations **Ken Luebeck** to help or for more information about what you can do to help. And for charter information or reservations, please call (651) 228-0263 or (800) 711-2591 and follow the prompts for streetcar and bus charters.

Physical Plant Department Report

Despite the contract work performed this spring, more track work needs to be done. Yes, there are new ties. But we need more, not to mention new rail. And there's the never-ending work of tending the buildings, gardens, grounds, and overhead wire. All the more reason to contribute to the Annual Appeal, volunteer to help, or both. Thanks to **Mike Buck, Ben Exley, Dave French, Roy Harvey, Scott Heiderich, Karl Jones, Mike Miller**, and others for their hard work in this area.

Transportation, Safety, and Training Department Report

A big thanks to our crew callers, **Kathy Prestholdt** (foremen) and **Jim Otto** (operators) whose hard work resulted in no service cancellations on account of crew shortages - and to the nearly 100 volunteers that kept service going from May 1 to October 31.

Minnehaha Depot Report

The Minnehaha Depot's successful 1999 season closed on Labor Day. Twelve volunteers logged 184.75 hours, hosting 2,869 visitors on 25 days, taking in more than \$800 in revenue, with expenses of about \$700 - all in all, a banner year. The peak day was July 11, Norway Day, when 288 persons visited the Princess. Thanks to Stationmaster **Corbin Kidder**, who has held down the fort for so many years and still takes the lion's share of shifts, and to **Fred Beamish, Bob Branchaud, Maryellen Digre-Mueller, Ric Hagen, Scott Heiderich, Louis Hoffman, Paul and Richard Krebs, Bill Marshall, Jim Otto**, and **Walt and Cori Strobel** for their help in creating a successful season.

Please consider joining them in 2000 - please indicate your interest on the enclosed Traction Division survey. A shift at the Princess is a fine way to spend a Sunday afternoon, perhaps followed by a walk to the falls or down to the river, a picnic, or even a concert or play at the new stage. And if you can't volunteer, please make a visit to the Princess this year. A special thanks also goes to the Minnesota Historical Society, owners of the Minnehaha Depot, and the Minneapolis Park and Recreation Board for their continued cooperation in the maintenance and operation of the Princess.

We have updated information on the Minnesota Historical Society's plans to restore the Princess, MNDOT's reconstruction of Hiawatha Avenue, and the Park Board's ongoing restoration of Minnehaha Park. All of these projects will create quite a mess in the vicinity of the Princess and could affect this year's attendance greatly. MHS's work, planned for last fall and reported in the last Minnegazette, wasn't done at this writing. MHS expected that the work was likely to be done this spring.

The controversial reconstruction of Hiawatha Avenue is progressing nearby. We don't have a definite schedule from MNDOT but the work isn't expected to affect the Princess any more than it already has immediately (passers-by have noted that there are few standing trees left on the west side of the track as well as the appearance of large piles of dirt).

The Park Board will begin the greatly-needed reconstruction of Minnehaha Avenue within the park this year. The work will begin at East 54th Street and progress north to Nawadaha Boulevard. If not completed before the 2000 season opens, it could make access to the Princess, especially by road, rather difficult and could result in closure during the period that access is hindered by construction.

But there is some good news - the Canadian Pacific right-of-way from East 46th Street to the new end-of-track just north of East 50th Street has been signed over to the Park Board. CPR retains ownership of the track and intends to continue to use the Princess as the Twin Cities home of visiting business cars. CPR has agreed to look at the track in the park and may be able to do some brush-cutting, weed control, and some track work. We'll report more on all of this as the news comes in. Thanks to **Corbin Kidder** for assistance with this report.

RAILROAD DIVISION REPORT

-Dick Kolter

Recognition Banquet

The 1999 season is history but it is never too late to recognize the people who made it successful. December 3 was the day for the Railroad Division's annual recognition banquet. All members who volunteered their time during the entire year were invited to attend and were encouraged to bring a guest. The event was held at the Hillcrest Entertainment Center in St. Paul and was organized by **Dick and Donna Heine** and **Jan Edstrom**. Dick was the master of ceremonies for the evening. Donna made table decorations in the form of little conductor and engineer dolls. Superintendent **Dave Ahlgren** did the presentations of the awards. One hundred seven people attended.

The major award presented, for Volunteer of the Year, was made at the end of the evening to a very deserving **Eric Hopp**. Eric has been very active throughout all the year working at Jackson Street largely on maintenance of the division's equipment. He coordinated the volunteer work meticulously by being present most of the time and by issuing a twice weekly list of the work completed and the prioritized work to be done. This year there was always something to do for any volunteers willing to work. Eric did manage to take some time off from the roundhouse and, hopefully, have fun working on train crews at Osceola. He was also a big help to those individuals who have been working hard to keep the museum part of the roundhouse operating. Eric worked over 1000 hours that were recorded and many more that he didn't tell anyone about.

Dave Ahlgren presented plaques and certificates to many other worthy volunteers. He said that over 18,000 volunteer hours had been recorded this year and he was certain that there were many more that were not reported. Certificates for outstanding service during this year went to **Donna Heine, Harold Ellingson, Jan Edstrom, Randy Martinson, John Peters, Tim Tuggle, Mike Gamble, Phil Wellman and Bill Pfannes**. Engraved plaques were presented to **Richard Kasseth, Jim Bryan and Rod Olson**. **Richard Kasseth** has for many years volunteered nearly every week to keep supplies in order around Jackson Street

and is always ready to help one of the other volunteers on whatever project they might need help. **Rod Olson** and **Jim Bryan** have been the mail clerks on the 1102. They have for a long time made sure that someone was there to explain the historical significance of that car for every trip it makes.

Eric Hopp, before he got his award, named about thirty people who had played a major part in the volunteer work force this year. During this year Supt. Ahlgren created the new position of Yardmaster and assigned it to Eric who accepted quite willingly.

Details of the season

Pat Kytola, as part of her duties as marketing manager, has compiled some figures that reflect what the season was like. The total number of riders was down slightly. This year there were fewer off line trips and the season was one week shorter because of the way the calendar worked out. With fewer opportunities for riders, a decrease from 26,609 to 24,498 is thought to be insignificant. Total revenue for the year was \$200,266. The month of October, as is usually the case, produced the most passengers, 6910, and the most revenue. The passenger count for October 6, 1999 was a daily record of 1643, way over the old record of 1461 on October 4, 1997.

Year 2000 schedule

The year 2000 schedule has been announced. The regular schedule will be basically the same as last year with operations on Saturday and Sunday, Memorial Day weekend through October 23, 2000. Marine trips will again be at 11:00 AM and 2:30 PM with a single Dresser trip at 1:00 PM. Extra fall leaf trips out across the bridge to mile post 37 will be on September 23, 24, 30, October 1, 7, 8, 14, and 15. These leaf trips will be priced the same as the longer Marine trips but a snack and beverage will be served. These fall trips will start at 4:30 PM and will last about one hour. There will be regular operation on the Memorial and Labor Day holidays but not the Fourth of July because it comes during the week.

Again this year charters will be operated on Thursdays starting May 11. Charters can be arranged on other days if certain minimums are met. Charters of individual cars on regular operating day also can be arranged. **Pat Kytola** will handle the booking of charters again this year. She can be reached at the Osceola Depot.

First class service in the open platform business car A-11 will be

provided this year on the regular runs certain days. Caboose rides will be available on all regular trips during the month of June. Picking up passengers from William O'Brien State Park on the Sunday of holiday weekends will be done again this year. The park stop was a new service in 1999 and worked quite well. This year it will be extended to also include the third Sunday of June, July, and August. Evening special trips have been popular in the past and will be scheduled this year. Current plans are for about five or six of these trips with details to be announced later.

This year no steam operation is scheduled because locomotive NP 328 must undergo a major overhaul of its boiler and tubes. It is not likely that this can be planned, financed, and completed before the summer of 2001. A very long extension of the lease for 328 has been secured from the City of Stillwater, owner of the engine, so we don't have to worry about having it available anymore.

Annual business meeting

The annual business meeting of the Railroad Division was held at the Jackson Street Roundhouse on the afternoon of November 13, 1999. **Bob Hawkins** was elected to the board to replace long time member **Ward Gilkerson**, who opted to not run again. **George Bergh** was reelected. Other board members whose terms were not up are **John Oliver, Dick Heine, Tim Tuggle and Eric Hopp**. Superintendent **Dave Ahlgren** was again selected by the board to be General Superintendent.

Other appointments made by the Superintendent and approved by the board were: Safety and Training **Morten Jorgensen**, Volunteer Coordinator **Jan Edstrom**, Marketing **Pat Kytola**, Treasurer **Dick Heine**, Industrial Safety **John Stein**, Trainmaster **Bob Hawkins**, FRA Compliance **Nick Modders**, and Yardmaster **Eric Hopp**.

Safety and Training

The 1999 year was very busy for the training department as it was the year that all operating crew members were required to retake the operating rules test. This involved three Saturdays of refresher instruction by **Ward Gilkerson**. Also the year saw one of the biggest classes of new people in recent memory with about twenty people entering the group for the first time. Almost all of the new people completed the training successfully and many went on to be promoted to full brakeman during the summer.



Savor the sight of #328 in action, because you won't see her next year. Sharing the Dresser yard with Soo Line #1003. Bob Oswald and Dick Boulet show how an engine crew is supposed to dress. Eric Hopp photos.



A highlight for the people of the safety and training staff was a good report on a safety inspection made by the railroad whose track we use for our operation. Late in the summer the Director of Safety and Training for the Wisconsin Central Railroad made a four day inspection trip to check out our operation and make suggestions. He looked at a charter and two days of regular operation plus went along on a freight trip. He inspected the equipment, the steam engine that was running at that time, and made some surprise rules checks on crew members. We are proud to report that his report to his company indicated that all of our operation that he was able to check was "flawless" and the few suggestions he would make were not at all critical.

Before the winter of '99-'00 is over, division conductors and engineers will have participated in some extensive refresher training. Normally every three years engineers must go through training and retake the engineers exam. This is the year for that process. Also this year conductors will be required to attend some training sessions that are designed to review all the important duties that they are expected to perform. The conductors training will help to insure that we don't have any holes in the knowledge of the people charged with being the chief of the train. Although there will not be any formal training for new people this year, **Morten Jorgensen** is planning to organize a self study course in late February for anyone interested in becoming a member of the

operating crew. Morton has recently started a new e-mail rules review in which he weekly sends out on e-mail a short quiz about operating rules. Anyone can participate in this by contacting Morton.

E-mail information

For some time **Benn Coifmann** has maintained an e-mail list where museum members can post information and requests. Since he is moving he no longer can maintain it so it is now run by a list server. You can subscribe at <http://www.pkal.org/mailman/listinfo/train>.

All in all, it was another successful season for the Railroad Division. As you can see, there is a lot going on, both at Jackson Street, and at Osceola. The success of this operation is due mostly to the dedicated group of volunteer. Plans are already underway for a successful 2000 season!

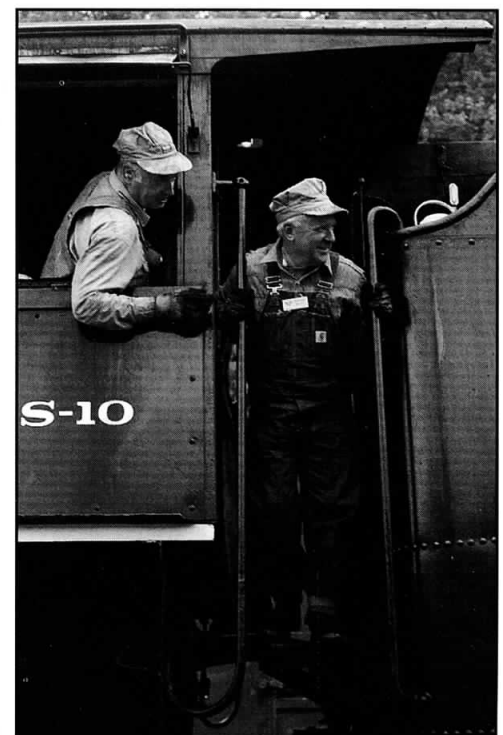
JACKSON STREET ROUNDHOUSE REPORT

-Eric Hopp

Standing at the threshold of a new millennium, it seems good to speak of where we have been and perhaps speculate about the future. A few old-time reminiscences will be offered, and many recent volunteer achievements noted.

From StPM&M to MTM

According to the Historic American Buildings Survey of the Jackson Street Shops, the first buildings were constructed in 1882 by James Jerome





Diesel foreman Larry Schulte and Mike Gamble check the antifreeze in NSP #5. Chuck Dahl photo.

Hill's St. Paul, Minneapolis & Manitoba. The present roundhouse building was added by successor Great Northern in 1907. MTM's association began in 1913 when member **Tony Becker's** father hired on with the GN. Tony himself was born just north of the roundhouse and hired on in 1937. In those days the roundhouse serviced passenger power and included 25 stalls, sand, coal, oil, water and ash facilities. The Mississippi Street coach yards adjoined on the northeast, and the Jackson Street shops were just to the west. Part of the original 1892 roundhouse still served as offices. Becker offered some reminiscences:

In '41 or '42 he worked as hostler. His job was moving locomotives around the facility. A helper threw switches and opened and closed the roundhouse doors. Shaking down newly arrived engines was done by laborers, and engine watchers took care of idle engines. The GN banked coal fires. Oil burners were turned off and connected to house steam. Three shifts, (totaling perhaps 200 people,) kept things humming around the clock.

Becker recalled the afternoon shift often didn't have much to do. They'd have water fights, chasing each other around with buckets. Helen Lindquist was the crew caller. Her father, who wasn't so spry any more, worked in the sandhouse drying sand. There was a cat around named "Old Tom" who fought a lot. He often enjoyed a good feast eating

pheasant or other fresh kill off the front of locomotives.

The William Crooks (Minnesota's first locomotive) was stored in stall 1 or 2. At one point it was to be scrapped. Roundhouse foreman Joe Sullivan found out and had it hidden in the depths of the Dale Street shops under a tarp.

Switchers 108 and 109 were the first diesels at Jackson Street. 108 was used at the St. Paul freight terminal, and 109 handled the coach yard and depot. F-units often operated in A-B pairs. Becker found 219, 221, 260 and 261 in his crew logs. Looking at a 1958 photo of the roundhouse crew posed on passenger geep 650, (taken mere months before the roundhouse was abandoned,) Tony recalled those geeps were used in the coach yard as well as on locals because they had steam. The NW3's and E7's were also serviced at Jackson Street.

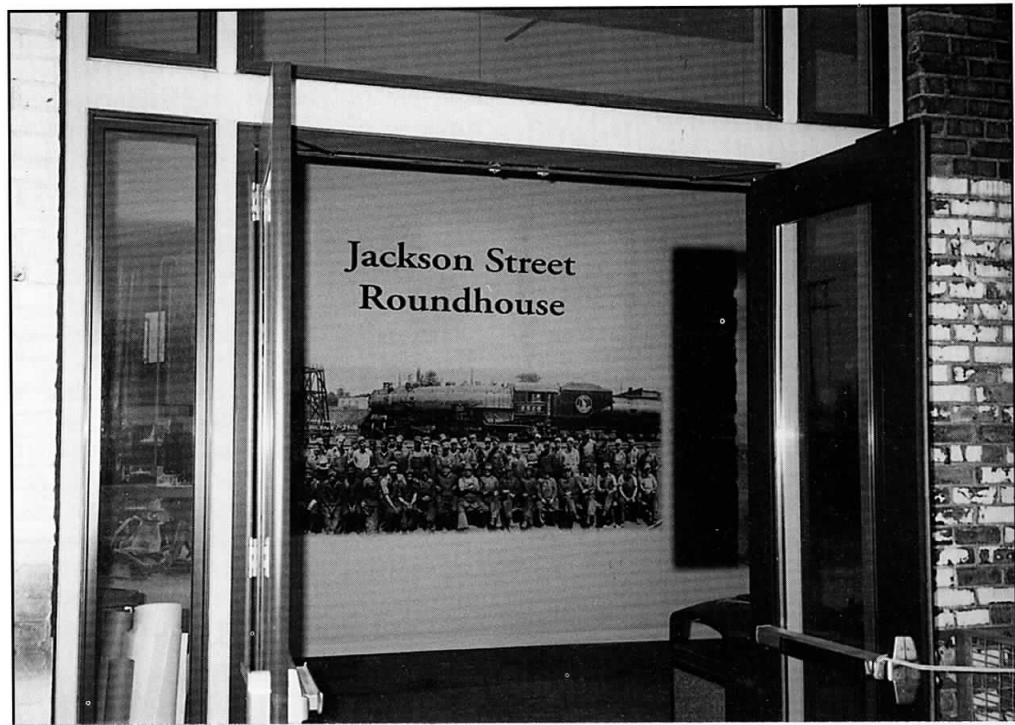
Tony Becker, Bill Graham and Wanda Sims filled in some of MTM's history at Jackson Street. In the early eighties the entire Jackson Street shop complex stood vacant. Member **Tom Dimond** learned they were to be razed and began promoting their preservation. This eventually resulted in three original buildings west of Jackson Street being renovated and MTM's '81/'82 purchase of the roundhouse and later the power house. **Art Pew** accepted a leadership role in the acquisition and renovation effort. The roof structure needed immediate attention as did the security fences. Vandalism was a real problem then. On the west side several fuel tanks were dug out and over two feet of dirt removed to uncover the still-intact rails.

Much of the building was leased to tenants to cover loan payments. In 1987 the pole barn was constructed for rolling stock maintenance, and ISTEAF funding became available in the early '90s. Major pollution cleanup work was done by the BN around 1995, and the tenant's lease expired in '96. In '97 the first phase of ISTEAF-funded renovation began, and the building was cleansed of asbestos in '98. In 1999 the roundhouse museum was open to the public for the first time.

Wanda Sims offered these recollections: Though we've envisioned the roundhouse as a working museum for years, it looked like anything but. She got many incredulous looks when telling people "it's a museum." Also, she found very few people know what a roundhouse is, or what it was used for. So she'd take them for a site tour and show them the site plans. The first visit was often very disorienting. People are used to rectangular buildings; but Jackson Street is radial in plan. During a tour she'd ask the visitor to guess which way they were facing. Wrong! Guess again!

Museum's first season

Starting with a grand opening event in May, starring Thomas the Tank Engine, the Jackson Street Roundhouse museum was open to the public until Halloween. **Noel Petit** provided final attendance results of 6800 visitors during the grand opening and 2755 during the rest of the summer. For the same periods the volunteer counts were 75 and 39, and approximate net income \$10,000 and \$7,600. The first few weekends were very sparse, but as word spread attendance approached one



hundred visitors in a single day. During their visit the public could tour the exhibit hall (Bay D, stalls 21-25), inspect the rolling stock displayed on the east side of the pole barn, and watch (from a safe distance) volunteers working inside.

During the course of the summer Petit and the Jackson Street Associates added three new exhibits: A diesel engine control stand with interactive sound, a Railway Post Office display, and railroad art was hung in DSS&A express/mail car 101. Long and short self-guided tour books were published, along with a guide to museum sciences. In late November the front entry was dressed up with life-sized photographs. Two are of Northern Pacific Mallets in their roundhouses, two of Great Northern roundhouse exterior views - at least one of which is identifiably Jackson Street, and one of the Jackson Street roundhouse

crews posing in front of a Mountain-type locomotive. Credit goes to Northern Pacific Railway Historical Society (and also MTM) member **Larry Schrenk**, Great Northern Railway Historical Society member **Stu Holmquist**, **Tom Auth** of Vomela, and 3M.

Exhibits under development for next year include a Milwaukee CTC board with simulated train activity, short video presentations of each exhibit, and a collection of Great Northern engineer stories. Renovation of Rock Island coach #2529 as a school group lunchroom space will be completed, and track will be laid outside so visitors can ride the scale Rock Island Rocket train.

Rolling stock

During early '99 a maintenance subcommittee of the Railroad Division Long Range Planning effort met to

identify goals for the railroad shop at Jackson Street. Short-, medium- and long-term goals were established to guide future growth. The long-term read, in part, "Goal: Every year restore and bring on line one car and also refurbish and repaint one car already in the operating fleet. Also, stabilize one 'basket case' a year so nature doesn't reclaim it. Funding: internal for maintenance, external for restoration."

In pursuit of this goal, after everything left for Osceola planning began in earnest and restoration activity was resumed.

Great Northern "Empire Builder" baggage car 265 will be renovated as a concessions car - a larger version of what is in 1102. Work began several years ago when the floor was removed and the lower walls opened to address advanced side sill rot. **Todd McGonagle** has accepted leadership of the renovation. After an architectural planning meeting, **McGonagle**, **Wellman**, **Hopp**, **Kasseth**, **Engels**, and **Dahl** resumed the work of structural repair.

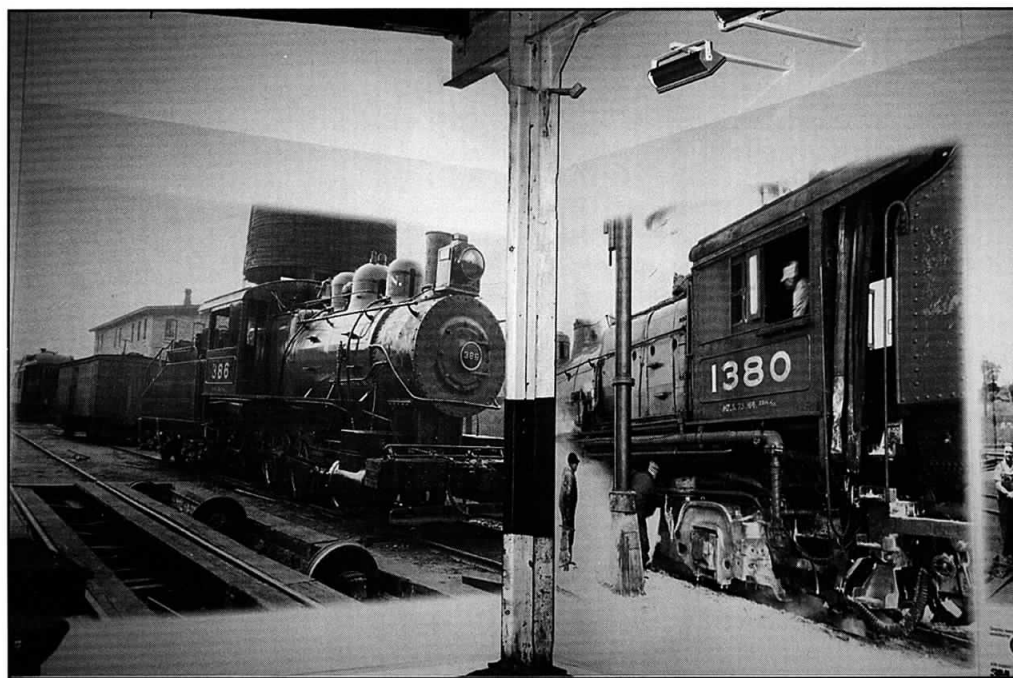
Lake Superior Terminal & Transfer 101 - a 1000 hp NW2 switcher used briefly at Stillwater - is being restored for use as a third locomotive at Osceola. **Petit**, **Wellman**, **Martinson**, **Schulte**, **Teskey**, **C. Olson**, **Engels**, **Driver**, **Peters**, **Murray** and **Ecklund** put in all new FRA window glazing, painted the cab interior, began tiling the cab floor, and began prime mover mechanical work.

Operating diesel locomotives 105 and 559 returned to Jackson Street at the end of the season for their regular maintenance. 105 needs its annual inspection and 559, still relatively new to MTM, needs much TLC before it may be considered as well-maintained as 105.

NP 328, after eighteen years of active service, has gone into a two-year period of seclusion for a major overhaul. Led by **John Oliver**, volunteers **Mike Gamble**, **Bob Gross**, **Dave Wantz**, **Bob Oswald**, **Lee Tuskey** and **Bill Handschin** have been very involved, and **Bob** and **Andy McNattin**, **Eric Hopp**, **Ward Gilkerson** and **Keith Skeivik** have also helped out. The work list is tentative but probably includes jacket and flue removal, ultrasonic shell inspection, partial firebox side sheet renewal, rear flue sheet knuckle renewal, partial front flue sheet renewal, and suspension, wheel, rod and valve gear work.

The same group of volunteers has also begun serious planning for the restoration of NP 2156. **Lee Tuskey**,

What you see now as you enter Jackson Street. Note the office door salvaged from Shoreham Shops. George Bergh photos.





MTM's new crane truck. Eric Hopp photo.

who fired for the NP, spent a career in the stationary boiler industry, and was instrumental in the restoration of DM&IR 14 in Duluth, has suggested a promising means of repairing the cracked cylinder casting and contributed countless hours of research and planning.

Operating passenger cars GN 1213, NP 1102 and RI 2608 have returned to Jackson Street for aesthetic, safety-related and structural work. Plans include an enginator overhaul and a pass-through 240-volt trainline for 1213, body work and a paint job for 1102, and for the 2608 new windows, accurate Rock Island lettering and body repair. All three will receive general spiffing-up. The ice engines from 1096 and 1097 will also receive work to improve their reliability.

Wooden caboose BN 11214 (a.k.a. GN X-216) spent the summer inside the pole barn drying out and, before returning outside for the winter, received new/renewed roofing material and new plywood decking on the cupola roof. **Warren Olson** accomplished this stabilization project with help from **Chris Olson**, **Eric Hopp** and **Randy Martinson**.

The Soo Line dining car in the arsenal has been covered with a high-quality tarp to arrest its decay. Similar tarps for two more cars were ordered. **Dick Heine** led this project and was helped by **Todd McGonagle**, **Bob Moen** and **Chuck Dahl**.

Shop and equipment

Accomplishing our maintenance and restoration goals requires a well-equipped shop. On the tooling front, **Bob Gross** completed the repair of the long and wide lathe which had toppled, and with help from **Eric Hopp** and

Dave Wantz has begun returning the 9' planer to operation (Appropriately, the lathe he'd just finished was the ideal tool for repairing the planer.). **Todd McGonagle's** company Ickler donated a #2 Kearney & Trecker horizontal milling machine and a 20" drill press. **Al Reid's** company Herald Precision Metals donated a four-foot press brake. **Dave Wantz's** company North Star Gear donated a portable pipe-threading machine. **Blair Dollery** ordered special-cut timbers to restore our power pipe bender. **Mike Gamble**, **Phil Wellman**, **Eric Hopp** and **Dick Kasseth** wired the power shear. Finally, new employee **Chris Olson** has done a great job keeping tools repaired and supplies stocked.

Other important shop tools are the forklifts, trucks and other machines that move these heavy railroad-sized pieces of equipment for us. The small Hyster forklift, indispensable in the confines of the shop, had its carburetor cleaned and adjusted and a radiator leak soldered by **Mike Gamble**, **Eric Hopp**, **Dick Kasseth**, **Chris Olson** and **Tony Becker**. **Chris Olson** and **Mark Engels** made sure the Unimog, the Case, and the pickup truck were ready for an expedition to the Arsenal, and with help from **Tony Becker** have made sure the other shop vehicles receive proper periodic maintenance.

The new flatbed truck - with its crane - has arrived. Due to its gross vehicle weight, a class-B license and medical card are required to drive it alone, and a class-A and medical card are required to pull a trailer with it. Due to the potential for mass destruction, MTM training is required to operate the crane. **Bob Hawkins** and **Mort Jorgensen** are qualified crane operator trainers, and **Nick Modders**, **Eric Hopp**, **Mark**

Engels, **Phil Wellman** and **Randy Martinson** attended the first training course. We could not keep the old International flatbed because of limited space, and it was sold. The author is excited about the crane because for the first time ever, we have the capability to lift from above. That's very handy for lifting sand domes or air compressors off a steam locomotive, or replacing blowers and power assemblies in a diesel.

Facilities are also important, and the next phase of ISTEIA renovation will bring the dream of a heated workspace for rolling stock closer to reality. To prepare railroad division crews have been busy sorting, organizing, and consolidating the parts inventory to vacate areas which will be affected by construction. The goal has been to fit the inventory to the area available without mass disposal or the expense of additional storage space.

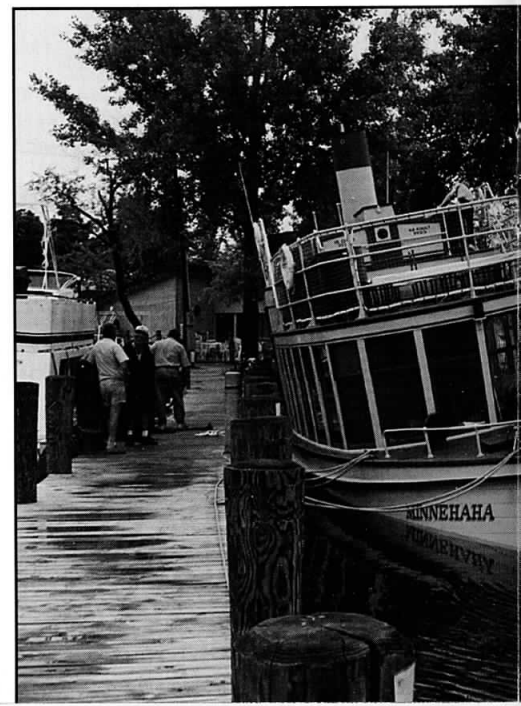
In its first century, Jackson Street was the big passenger equipment shop on the east end of the Great Northern. It is poised to continue the tradition in the next century, keeping steel wheels rolling for an admiring public.

EXCELSIOR REPORT

-Bill Graham

Division reorganization

The Board of Trustees appointed **Mike Kramer** as divisional superintendent responsible to lead an ambitious reorganization of the division. Mike consulted with many who have been active with the Steamboat Division. He prepared and presented a reorganization plan to the



MTM Board of Trustees at their December meeting. It received unanimous approval.

The plan is to regularize the succession of officers on the division council. New members will be recruited for a series of positions with increasing responsibility leading to the position of council chair. It encourages decision-making at the lowest responsible level in the organization so that decisions will be more timely and effective.

The division is offering prints of **Kurt Carlson's** fifth and newest painting of a TCRT express boat, this one near the Hotel Del Otero at Spring Park. Built by James J. Hill on the lakefront, the Del Otero was the last of the "grand hotels" to remain open on Lake Minnetonka.

Minnehaha winter work program

Museum staffer **Chris Olson** is working with division volunteers on the following repair and refurbishment jobs. If you can help with any of them, please contact Chris at 651-489-0759. The Excelsior boat building is open Saturdays throughout the winter.

Works in progress:

- Take out and overhaul the duplex feedwater pump.
- Repair rub rail on port side.
- Replace or overhaul electric transfer pump.
- Insulate pipe next to dirt blow-down line.
- Find and repair knock in low pressure cylinder.
- Finish pumping & cleaning out bilges.

Minnehaha heels over during the stability testing last July. Reviewing the test data are (L to R) marine architect Ken Franke, Neil Heminger, Jim Larson and Jim Hewitt. John Senior photos.

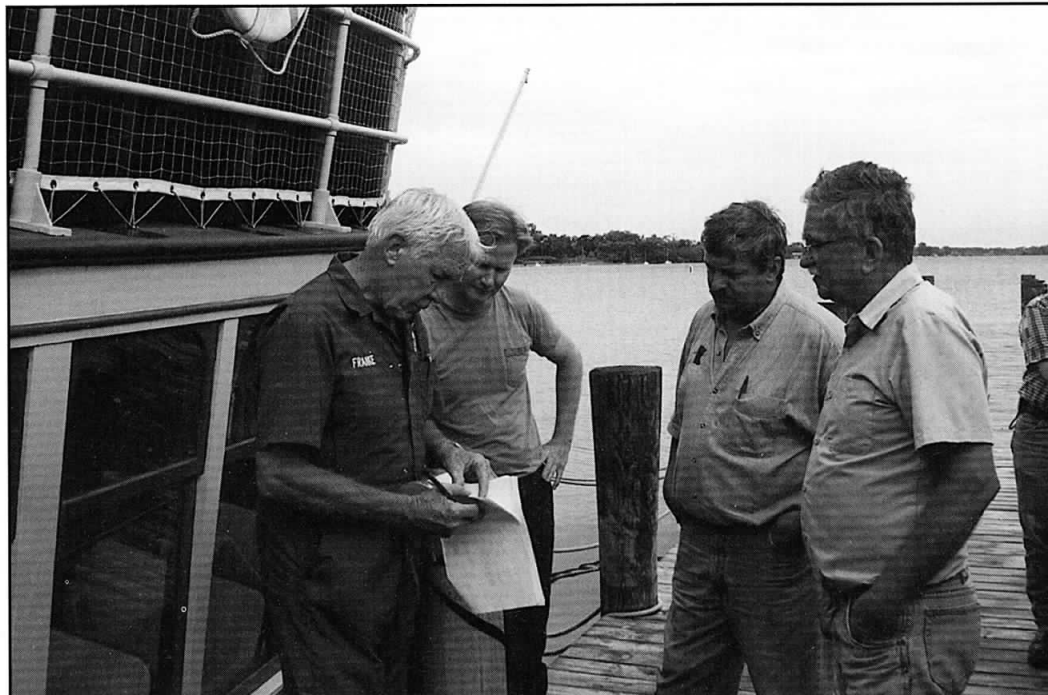


Kerm Stake hosts 2nd and 3rd graders aboard #78 in Excelsior. Lori Hammond photo.

- Remove, overhaul and check float valve all 5 bilge pumps.
- Repair feedwater tank heater.
- Remove, scrape, and paint lower window sash.
- Find coolant leak in diesel generator.
- Scrape, caulk and paint hull planks.
- Repaint upper deck railings and life preserver box.
- Replace high pressure cylinder packing.
- Weld up and grind down chipped propeller edge.
- Replace oil burner cooling tube nozzles.
- A boiler maintenance schedule needs to be drawn up for the boiler.
- Upper rub rail needs to be sanded and painted.

Car 1239 restoration

Bob Dumas, Bob Badzinski, George Ittner, Jim Willmore, John Anderson, Will Thompson and others have brought this highly interesting project a long way toward completion since it began a year ago. Since moving the 1239 carbody into the new Excelsior carbarn, the front and rear platforms have been rebuilt completely; the underframe has been cleaned, repaired and painted; sections of the roof and letter boards have been repaired or replaced; sub-flooring has been cut and the front and rear bulkheads have been rebuilt to original 1907 specifications. Application of new yellow paint got underway during the Christmas holidays. **Jim Willmore** located a scrap dealer in St. Cloud who provided brake rigging for the car.



For years, MTM'ers have wondered what color "real" streetcar yellow really was. Paint scrapings from car 1239 show that TCRT yellow varied a good deal from one batch of paint to the next. The first yellow, presumably applied in 1907 was pale and lemony. The next two coats had a bit more red pigment in the mix, producing a more golden yellow. These probably date from the years around World War I to the early 1920's. Next came two paler coats, followed by a rather orangish coat applied around 1940. The last coat applied after 1945 returned to the original pale, lemon shade of 1907, and this is the color which MTM'ers in their 50's remember from childhood.

Using the heat gun, I scraped off two swatches of paint about an inch square from the letterboard near the front of the car. On the backsides of both is a clean, uniform sample of the second or third coat applied to the car possibly between 1912 and 1918. Onto these, I applied a drop of the Interlux Brightside urethane enamel which was used on the rebuilt Minnehaha. This paint had been specially tinted by color experts at Lathrop Paint Company. Viewed in sunlight, the new paint completely disappears in the color of the 80 year old paint scraping from car 1239. Color matches need not be any better than that.

This winter's work includes fabricating a rear step well, overhauling and installing brake rigging salvaged from a freight car and installing the wiring and air piping. The 600 volt air compressor must be overhauled and hung under the car along with two new air reservoirs. Electrical resistor grids and their hanging brackets will be hung, and the new sub-flooring will be bolted down.

The 1239 project is a rare opportunity to re-create an authentic Twin City Lines streetcar. Now that the tear-down is finished and the reconstruction is underway, a huge number of person hours are needed to fabricate, repair, fit and finish the hundreds of parts needed to finish the car. The Excelsior carbarn is comfortable, warm and well-equipped for productive work. If you can spare a few hours, please contact **Bill Graham**, 612-935-7515 in the evening.



**The Wayzata dock, and the adjacent depot, owned by the Wayzata Historical Society.
Eric Hopp photos.**



THE SUBWAY FROM CALHOUN TO HARRIET

-Bill Graham

The Minneapolis Park & Recreation Board is restoring the natural drainage that once connected the Calhoun, Isles, Cedar and Brownie chain of lakes to Lake Harriet and Minnehaha Creek. In the 19th Century, the lakes drained naturally through Lakewood Cemetery and the Bird Refuge into Lake Harriet, but construction of parkways and a certain transit railway filled it all in. After the streetcar abandonment in 1954, the Park Board laid the pipe which can be seen under Berry Road Bridge. This requires a large electric pump to drive the water up and over the hill through the Lake Harriet picnic glen. It proved ineffective for lowering the water level in the lakes during several rainy years when much of the Lake of the Isles foot paths were underwater.

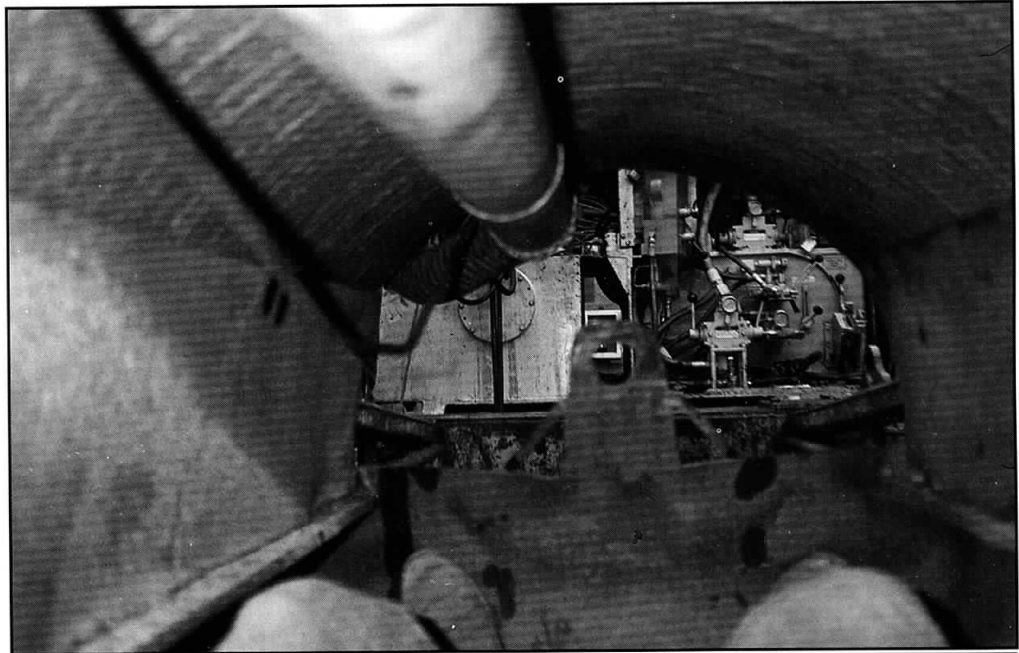
The Park Board had planned to remove several hundred feet of MTM's track temporarily and to trench the pipe under the track and Berry Bridge. The better idea was to hire EJM Pipe Service Inc. of Lino Lakes to tunnel and jack a concrete drainage tile under the hill. Starting about 150 feet west of MTM's track on the north side of Berry Bridge, the tunnel runs southeast, passes under Berry Road a few feet west of the bridge and under MTM's track before joining up with another pipe laid two years ago which will carry the water into Lake Harriet. Water will flow through an open ditch along the southern side of the Archery Range.

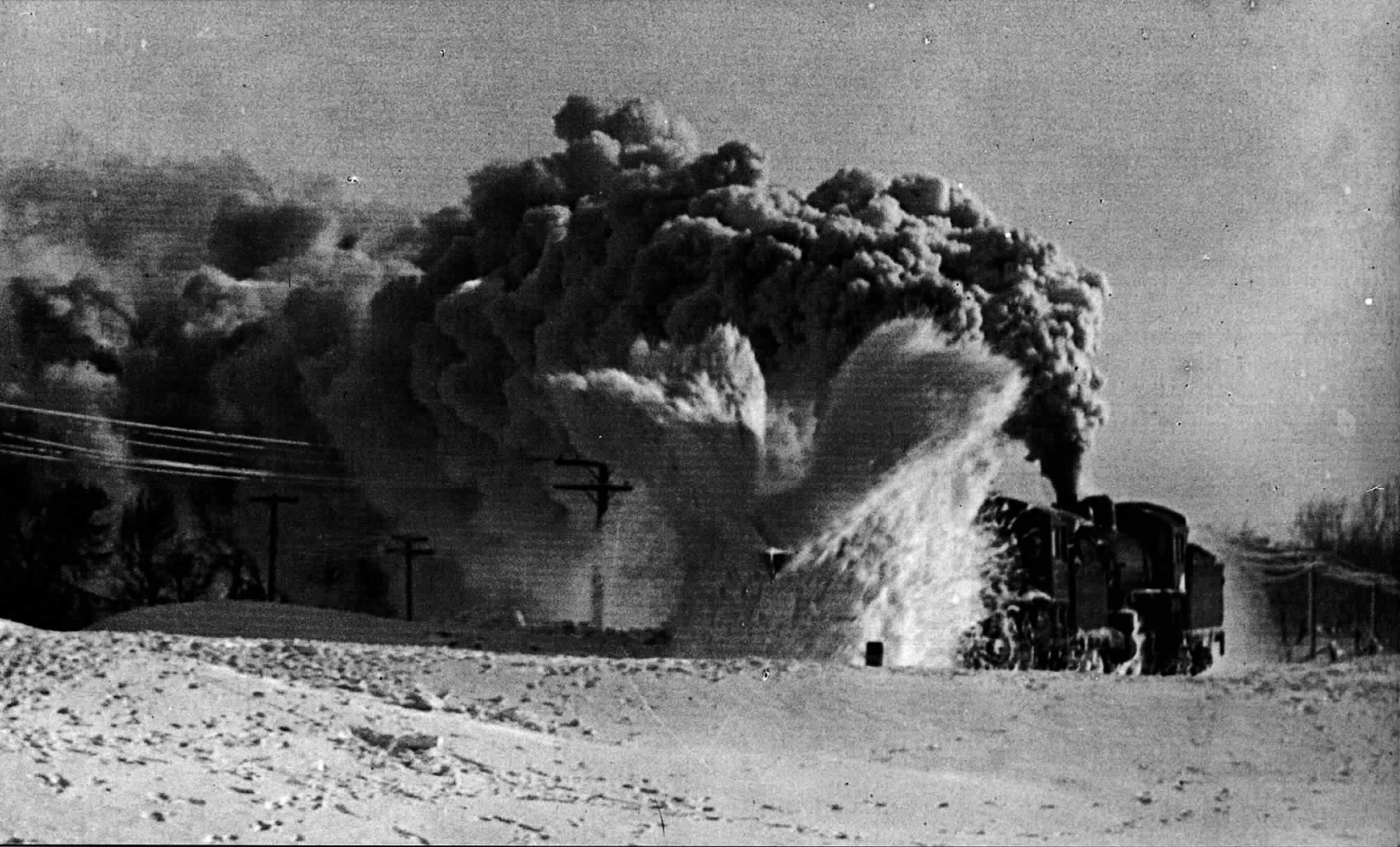
The process of tunneling the pipe is quite amazing. Starting in a deep excavation, the tunneling machine carries a man inside to steer and operate the excavator using a laser guidance system. As the excavator burrows into the hill, a hydraulic ram of impressive dimensions shoves concrete tile sections into the hole behind the excavator. The ram can push as many as five sections before friction overwhelms it. As the length of the tunnel grows to several dozen tile sections, small auxiliary jacking cylinders are placed between every third tile section. These are used to shove short sections of tile ahead a few inches at a time. The following auxiliary jacks then shove the preceding section ahead, and so on until there is room back at the portal of the tunnel to set another tile section in place. At that point, the main ram gives a shove to close up the spaces between all the tiles.

From the railfan's point of view, perhaps the most interesting aspect of the operation is the miniature railway used to carry excavated soil from the tunneling face back to the portal. Running on rails about 10 inches apart, a tiny battery powered locomotive operated by a man pulls a small mine car just big enough for one person to lay down in. At the tunneling face, a conveyor carries soil over the heads of the tunneling crew back to the mine car. When it is full, one man climbs aboard the locomotive and the consist rattles back along the tunnel to the portal. There, a crane lifts the loaded mine car off its trucks, swings it up and out to a pile where it dumps its load. It then is set back on its trucks for the run back down the tunnel.

I was fortunate to have a tour of the

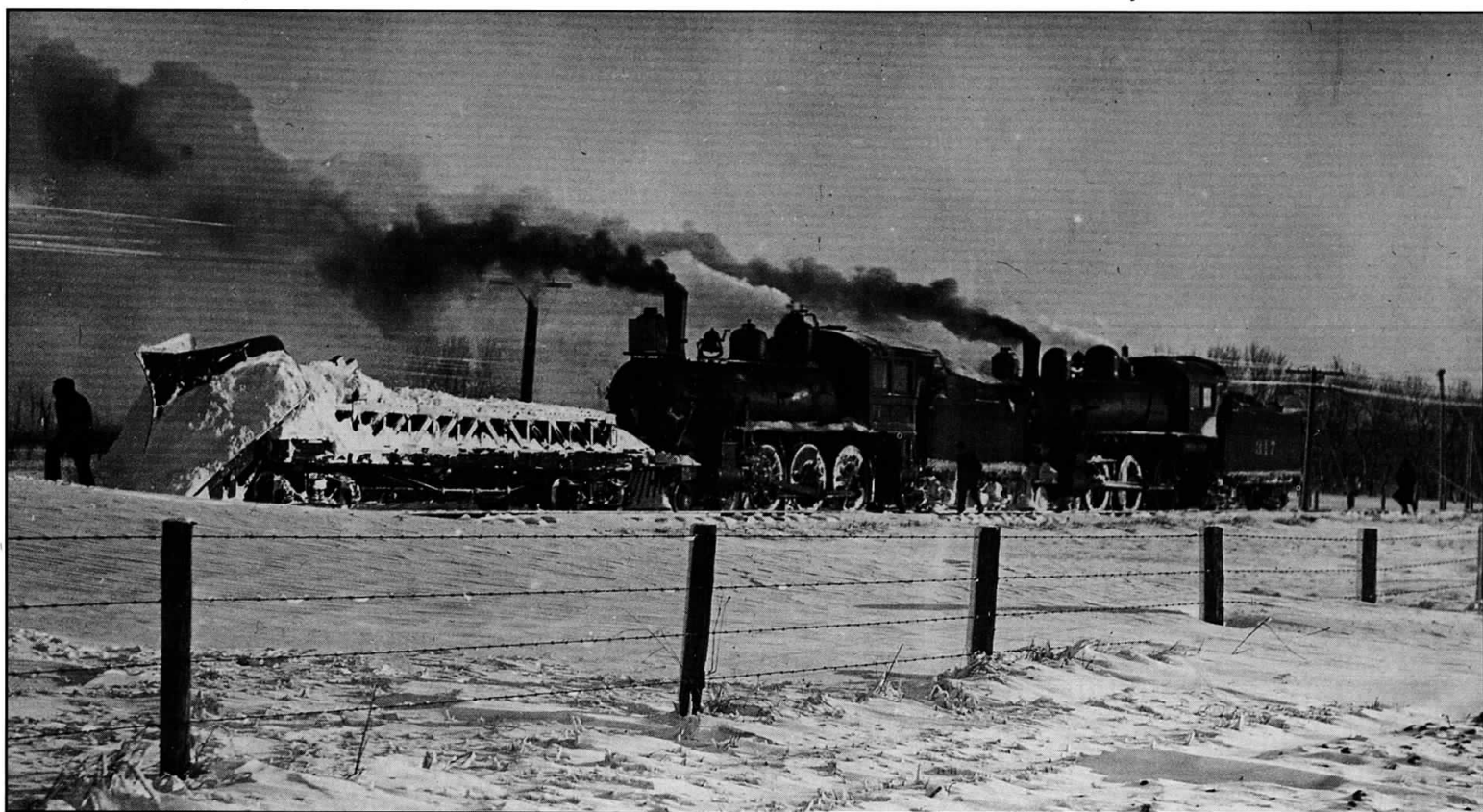
operation, including a ride in the mine car and a visit to the excavator which at the time was burrowing somewhere beneath the westerly abutment of the Berry Road Bridge. It is not a ride for the claustrophobic. One must lie on one's side in the fetal position with arms and head pressed against the bottom of the mine car. This is to avoid being clipped by the hydraulic lines and electric cords hung from the roof of the tunnel which is only about 48 inches in diameter. Visions of other, greater tunnels came to mind, the Selby Tunnel, Alpine or the Cascade, all longer and far larger. Nonetheless, the Lake Harriet Tunnel is being built in just the same manner, and the experience of riding a miniature train through a miniature tunnel undoubtedly is a thrill. Thanks for EJM for sharing the experience.





SNOWPLOWING AT SLEEPY EYE

Heavy snow closed the Chicago & North Western's Mankato-South Dakota line near Sleepy Eye in late January 1901. The railroad brought multiple locomotives and plows, both wedge and rotary, to bear on the problem. They also hired a small army of snow shovelers, many of whom were probably farmers who welcomed the winter pay. All this would be lost to history had not Sleepy Eye professional photographer Frank Scobie documented the action in an excellent series of photos that capture steam at work in bone chilling cold. From the collections of Neil Torssel and the Minnesota Historical Society.





Left: Hit the drift as fast as you can, stall, dig out, back up and do it again. This is classic wedge plow action. Note that the headlight and the front cab windows are boarded over to protect the glass.

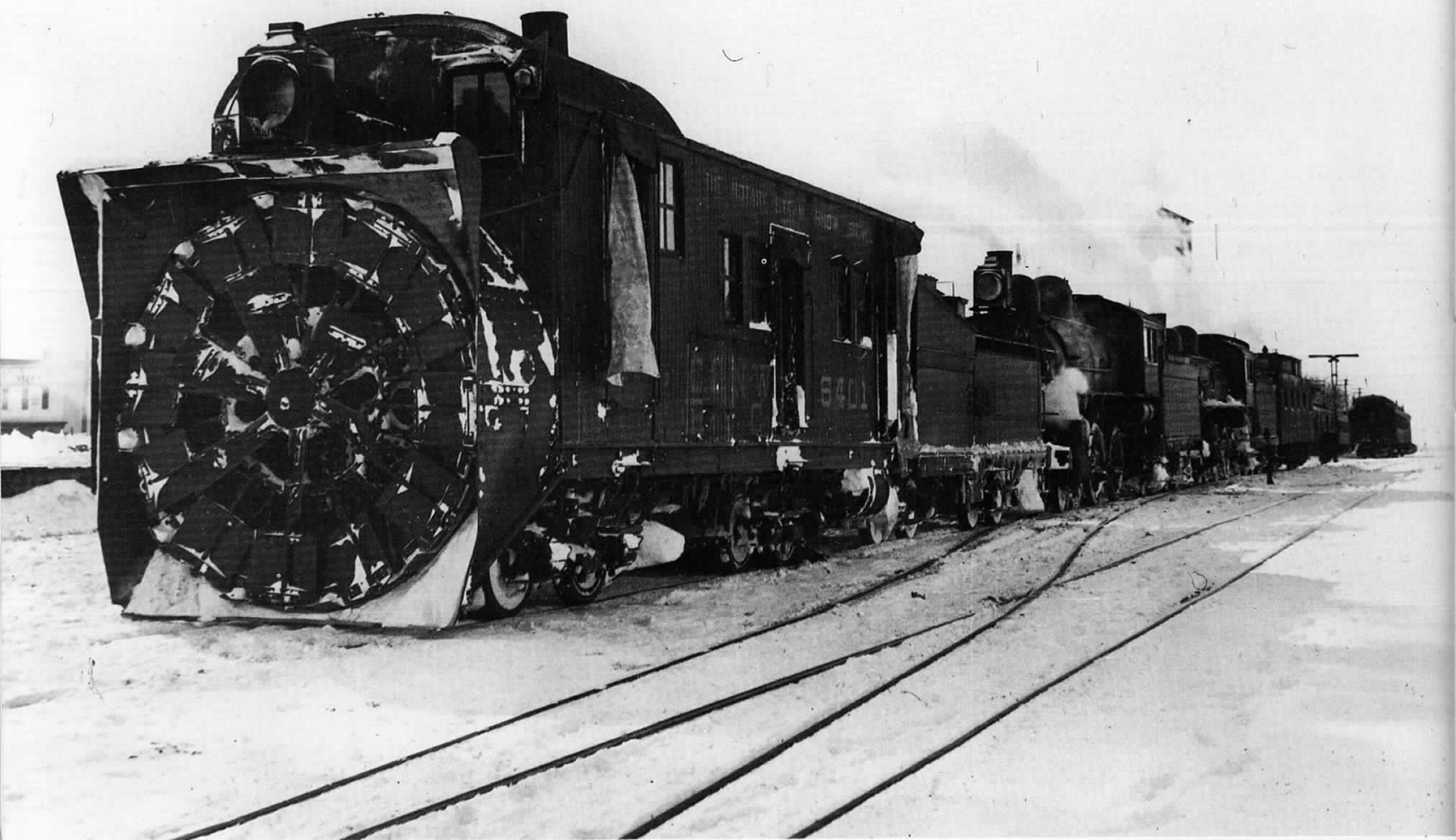
Above: The North Western deploys its ultimate weapon, the rotary, also shown on the next page.

Below: Judging by the melted snow, this appears to be later that same winter.





THE ROTARY STEAM SNOW SHOVEL • C^{AN} NW RY.



Last year member Oscar Palrud donated these photos of Milwaukee Road branch line railroading in southeastern Minnesota. They date from about 1950. The top and bottom photos show 4-6-0 #1022 steaming into Faribault from Zumbrota, and being turned on the armstrong table. 2-8-0 #1240 is entering Cannon Falls, having run up the Cannon River valley on trackage rights over the Chicago Great Western.



1938 AT LAKE STREET STATION

Casual photos of streetcar company employees in the workplace are very rare. A Twin City Lines employee strike in February 1938 drew a Star-Tribune photographer to Lake Street Station, perhaps to record the return to work. For anyone who has worked for a transit system, the



**Lake Street Station shortly before abandonment.
Bob Schumacher photo.**

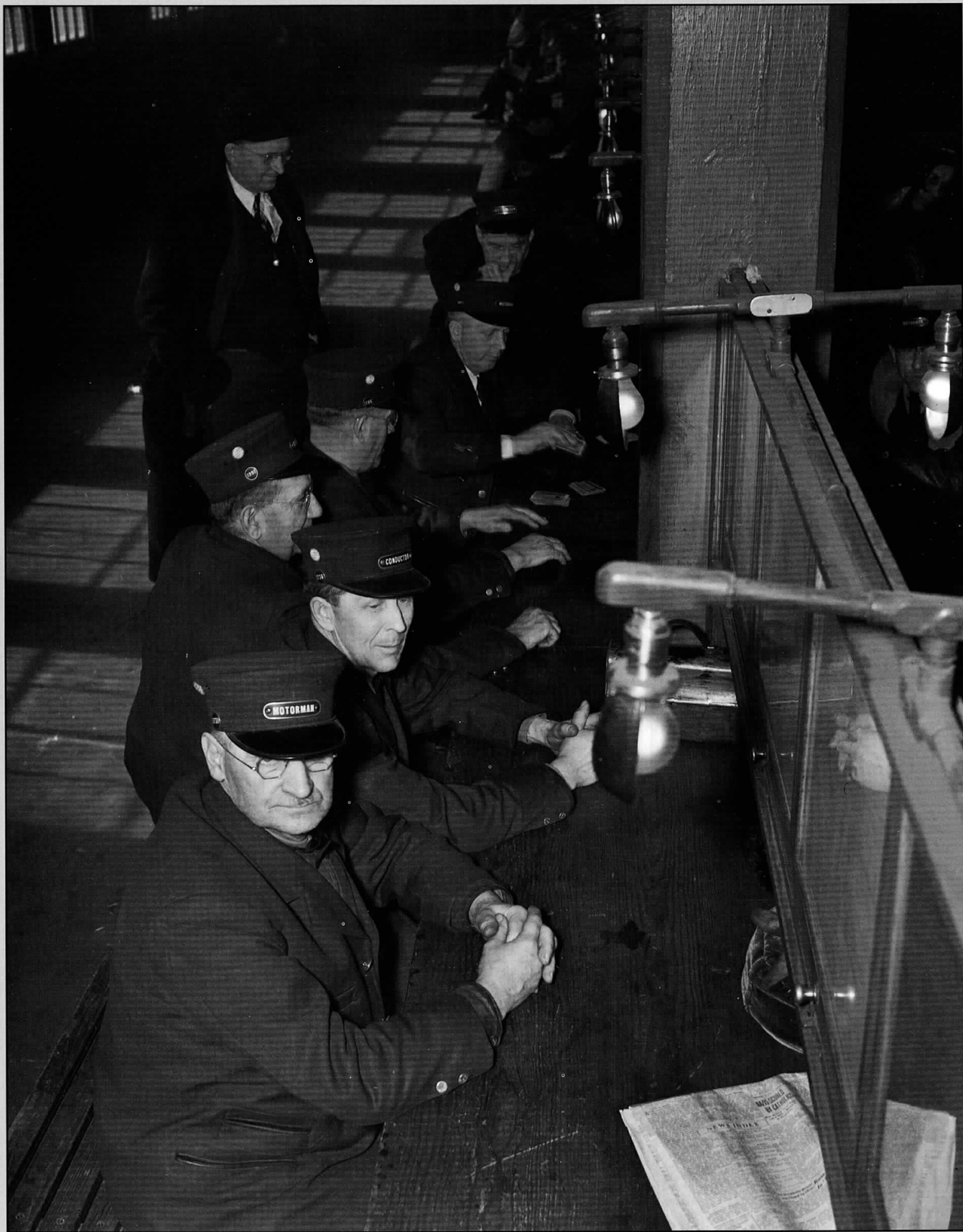


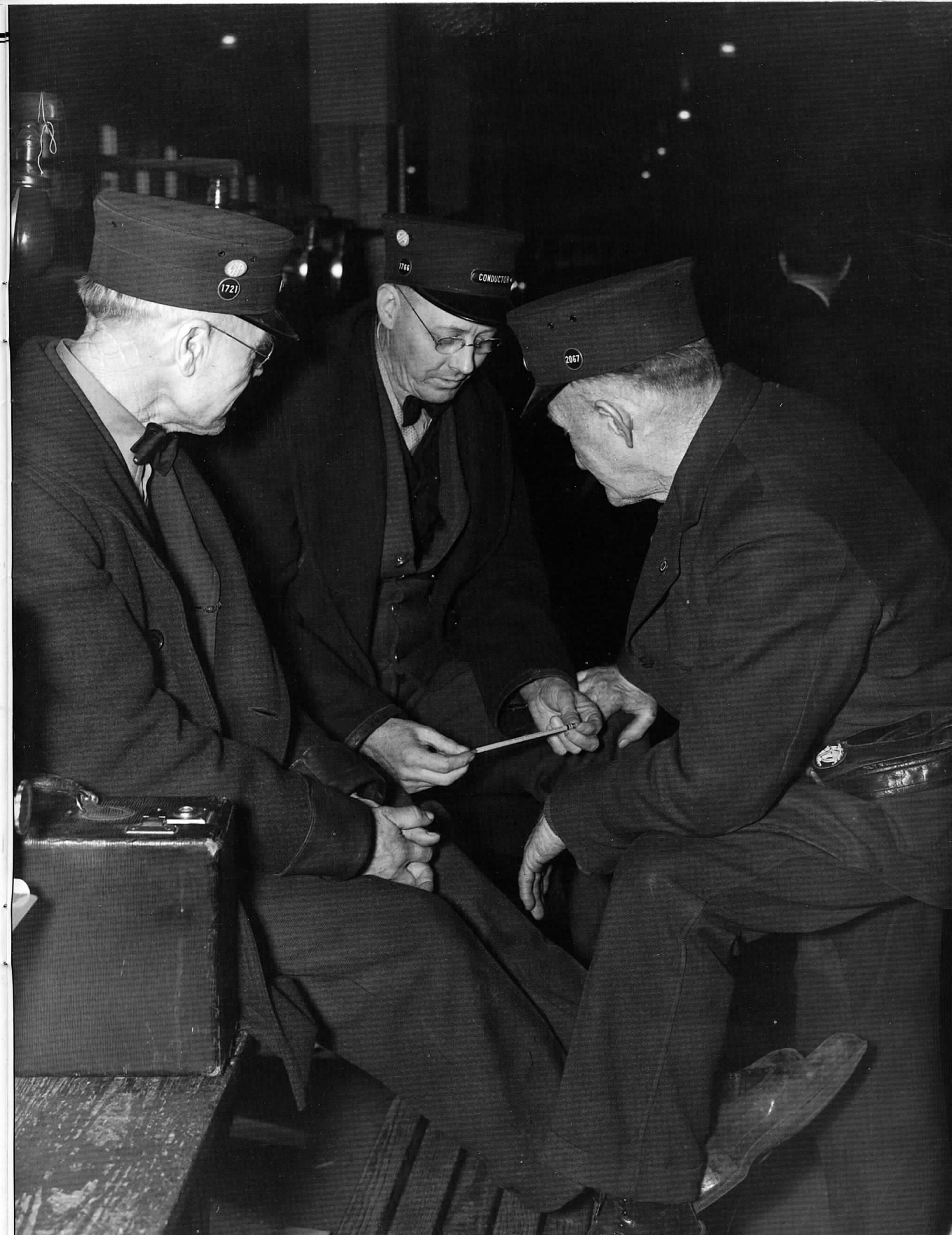
Minnesota Historical Society collection.

pictures taken inside the spartan trainman's room are particularly classic. Go into a Metro Transit drivers room today and you'll still find a card game in progress. The trainmen on page 26 are seated at the table that ran the length of the room. In the frame at right are all the car schedules (called "blocks"), that must be hand copied before starting a run.











Before automobiles, inmates travelled to and from Stillwater Prison by special train. About 1900, here is one such movement. The prison had its own spur that penetrated the walls. Note the gate closed behind the train. John Runk photos, Minnesota Historical Society collection.





From 1910 until about 1917, the Dan Patch Line held the distinction of being the first, and probably the only, railroad in the country to be entirely powered by internal combustion engines. These photos were taken about that time. Gas-electric car #4 is loading express at the 54th & Nicollet terminal, where transfers were made to Nicollet Avenue streetcars. It is hauling one of the trailers thought to be a former elevated car. The other photo shows MTM's own #100, probably when it was new in 1913. The location is also probably Nicollet Avenue. MTM collection.





Lake Minnetonka Steamboat Series: Small Steamboats

The height of Lake Minnetonka steamboating came in the mid-1880's. Besides the big boats of the Lake Minnetonka Navigation Company, a large number of smaller propeller craft were launched. These ran variously in scheduled and charter service. Some undoubtedly were sponsored by resort hotels and a number were probably private pleasure craft. Small is a relative term, for they ranged in size from 40 to 65 feet (the Minnehaha is 70 feet). Other than the occasional photo and sparse historic references, we know little about them. Like many Minnetonka boats, they changed owners and names, were periodically rebuilt, and swapped machinery with other boats. These two photos capture the breed well. Here's what we know about the boats in these two photos:

Acte Built in 1881 as the Rosander. 60 foot long, capacity 100. Owned by G. V. Johnson and R. C. Moore. Purchased by Charles Cheeley in 1893 and renamed Acte. Based in Excelsior. Burned in 1897, its machinery was installed in New Acte.

Alert Built in 1886 by Stillwater Dock Co. Length and capacity unknown. Owned by Capt. John R. Johnson as part of the Lake Minnetonka Transportation Company fleet. Scrapped in 1897. Its engine was installed in the Saucy Kate in 1898.

Helena Built sometime in the 1880's as the Nellie May, using the engine from the Dagmar. The builder was Maurice

Godfrey, who built quite a few Lake Minnetonka boats. 55 feet long, capacity 50. Originally based on the Mississippi at Wabasha. Moved to Lake Kampeska at Watertown, SD. Brought to Lake Minnetonka sometime in the 1880's and renamed Helena. Owned on Minnetonka by Edward Bickford and based in Excelsior. Sometime after 1901, it was owned by T. H. Champion, who had several boats, and was renamed Wayzata (the second boat to carry that name). It was based at its namesake port. Sometime later it was renamed Casino and survived until at least 1906.

Mabel Lane Built as the Wildwood on White Bear Lake. 65 feet long. Brought to Lake Minnetonka in 1893 and renamed Mabel Lane. Owned by Freeman Lane and G. A. Mason. Based in Smithtown Bay. Renamed Wildwood again (date unknown) and presumably sent back to White Bear Lake.

Minnehaha Built in 1885 by Maurice Godfrey. Length 48 feet. It was moved to another lake at an unknown date.

Twin City Built in 188? on Minnetonka as the Minnesota. 40 feet long, with a capacity of 35. Was moved to Clear Lake, IA and renamed Waseka. Returned to Minnetonka and renamed Me Too. Went to Lake Minnewaska (Glenwood, MN) and returned to Minnetonka in 1887. Renamed Twin City, and later Blixen. There is some contradictory information. One source says the boat burned in 1900. Another

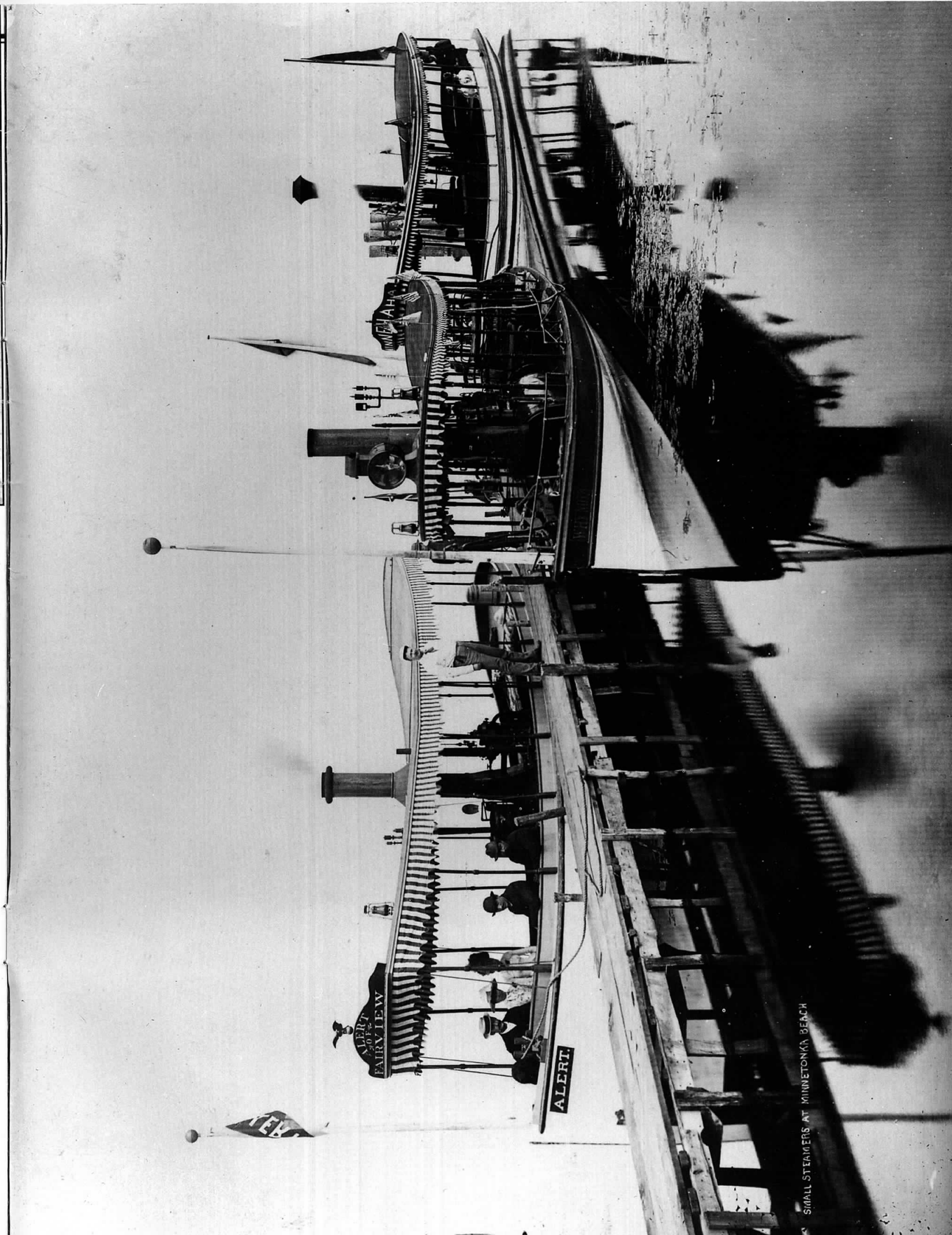
has it owned by George M. West in 1901. When it was the Twin City, it was based at the Lake Park Hotel in Tonka Bay.

Why Not Built in 188? as Fresco. 40 feet long, with a capacity of 35. It was based at Minnetonka Mills and owned by C. H. Burwell, the mills' owner whose historic house survives as a museum to this day. Navigation along Minnehaha Creek to the Mills ended with the opening of the Grays Bay dam in 1893. Perhaps that's when it was renamed Why Not. Like Twin City, it is shown as being based at the Lake Park Hotel and owned in 1901 by George M. West.

Above: At Spring Park in the mid-1890's. Clockwise around the dock from left are the Acte, Alert, unknown, Helena, unknown, Mabel Lane, unknown and Twin City. Minnesota Historical Society collection.

Inside rear cover: At Minnetonka Beach, probably in the late 1880's. Left to right are the Alert, Why Not and the first boat to carry the name Minnehaha. Ingersoll photo, Minnesota Historical Society collection.

Rear cover: This is 9th Street at 10th Avenue East in Duluth, high above the lakeshore on February 1, 1916. In three blocks, the streetcar will turn left and begin twisting its way down the steep hillside, a hair raising prospect given the snowy conditions. Duluth-Superior Traction Company photo, Northeast Minnesota Historical Society collection.



ALERT
FAIRVIEW

ALERT

SMALL STEAMERS AT MINNETONKA BEACH





MINNESOTA STREETCAR MUSEUM

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August 2021

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